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No. 26,010 HONG KONG, THURSDAY, OCTOBER 25, 1928. PRICE, \$3.00 Per Month.

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DR. MIAO SENTENCED TO DEATH

MURDER TRIAL

LOCALLY-KNOWN CANTONESE
AND STRANGLED WIFE

MISS SMITH AS WITNESS

London, Yesterday.
A case exciting great interest
concluded at the Carlisle Assizes
to-day with the sentence of
death on Dr. Chung-yi Miao, who
described himself as an American
Doctor of Jurisprudence and the
son of a rich Chinese legislator.

The indictment upon which he
was arraigned was that of murder
of his wife (nee Siu Wai-shung).

A witness, Miss Elsie Smith, ex-
Principal of a girls' college in
Hong Kong (St. Stephen's Girls'
College) described deceased as "the
cultured daughter of a prosperous
Chinese merchant" and stated that
she had been in charge of her
father's collection of porcelain at
the British Empire Exhibition at
Wembley.

Dr. Miao and his wife arrived for
a honeymoon in the Lake district
in May from America. On the
following day the wife was found
strangled in a lane near Kenwick.
—Reuter.

Society Lady

Accused is a native of the Sze
Yap and, therefore, a Cantonese.
His name, as rendered in Cantonese,
is Mui Chung-ye. He is fairly
well-known in Hong Kong. The
deceased lady was a native of
Heungshan, her late father (of
whose estate she was executrix)
being Mr. Siu Ying-chow, who was
known as "the Macao millionaire."
She was very popular in Hong
Kong society. Miss Smith is the
sister of Professor C. A. Middleton
Smith of the University. She went
Home about a year ago.

Unless there is an appeal or the
Secretary of State for Home Affairs
sees fit to intervene, Dr. Miao will
be hanged in about four weeks from
now.

SPECIAL DAMAGES

CONFECTIONER WHO LOOKED
FOR PREMISES

ONE OF HIS CLAIMS FOR 20 Cts. 1

Including an item of 20 cents
for rickshaw, a claim for special
damages was made in the Summary
Court this morning by a Chinese
who said that it had been his in-
tention to start a business but had
been prevented from doing so
through his alleged landlords re-
fusing to carry out their contract
to let him certain premises.

Plaintiff was Cheung Wing-tung
of No. 35, d'Almeida Street. He
claimed \$47.50 for one month's
rent paid in advance, 20 cents rick-
shaw fare, \$50 deposit given to a
furniture maker who was to supply
furniture for the new business
which could not be begun, \$48
salary allowances to four foks
brought from outside the Colony,
and \$8 for passages for foks who
had to be sent back—making a total
of \$143.70.

Mirrors Previously.

Mr. D. L. Strellett was for plain-
tiff. Defendants were the Yee Lee
Estate Agency and Chu Kam-chi,
rent collectors, of No. 5, Duddell
Street. Mr. W. D. Owen defended.
The premises concerned are No.
487, Queen's-road West.

Plaintiff testified that his pre-
vious business, as a dealer in mir-
rors, failed in July and that it was
his intention to start a preserves
and confectionery shop, for which
he made the arrangements describ-
ed.

FOKI WRONGED

MASTER SAYS HE DID
NOT STEAL

As already reported, Lee Yee-
wan, master of the Wah Tung Bank,
alleged to the police on October
12 that a foki of the bank, named
Li Kiu, alias Li Ho-wan, had ab-
sconded that same day taking with
him \$25,000.

Yesterday Lee informed the
police that in making the report he
had wronged his foki as Li Kiu
did not steal the money. What had
actually happened was that Li Kiu
had deposited the money in a
branch of the bank at Sancheong,
in the Toisan district.

The mistake arose because Li
Kiu had taken the money away dur-
ing the manager's absence.

MR. S. YADA STILL IN NANKING

"HAS NOT LEFT YET"

ASSURANCES THAT "TALKS"
WILL CONTINUE

"SCARE" ABOUT DEPARTURE

Further "conversations" between
Dr. C. T. Wang (the Chinese For-
eign Minister) and Mr. S. Yada
(the Japanese Consul-General at
Shanghai, who has been authorised
by the Tokyo Foreign Office to
undertake preliminary negotiations)
are considered to be necessary, in
order to pave the way towards
settlement of all outstanding issues
between China and Japan.

Reuter reported that Mr. Yada
had left Nanking and had returned
to Shanghai, arriving there this
morning. This message gave the
impression that the "conversations"
had ended.

In a later cable, however, it is
stated that such is not the case.
Mr. Yada is still in Nanking, the
Chinese capital, "where it is under-
stood that a further meeting with
the Chinese will be held to-day."

MAUDE ROYDEN

HER TWO LECTURES IN
HONG KONG

FINE UNDERSTANDING

Miss Maude Royden, the famous
preacher and lecturer who is re-
turning to Hong Kong on Saturday
next during her tour of the world,
is the daughter of the late Sir
Thomas Royden, Bart., who was the
Chairman of the Cunard Steamship
Company. She was educated at Chel-
tenham and Lady Margaret Hall,
Oxford, and on leaving Oxford be-
came a settlement worker in the
slums of Liverpool. Her health,
however, gave way under the strain
and she was obliged to rest. Maude
Royden first used her great speaking
gift as a lecturer under the Oxford
University Extension Lectures move-
ment, but when the fight for the
suffrage began she devoted all her
time to this, and as Editor of the
"Common Cause" and one of the
chief speakers of the "law-abiding"
suffragists, did an amazing amount
of work with an infectious high en-
thusiasm which undoubtedly made
her one of the most valuable women
in the movement.

It was in March, 1917, in the
height of the suffrage struggle that
Maude Royden was invited to
preach in the City Temple, London.
Although a member of the Church
of England she gladly accepted this
broad-minded invitation to preach
in the temple of non-conformity.
The building—holding 3,000—was
thronged and queues of people
clamoured outside. Although
preaching for the first time, it was
evident to the hearers that Maude
Royden had found her real vocation,
and a few months later she be-
came "pulpit assistant" at the
City Temple, preaching once each
Sunday to the crowds who thronged
to hear her.

The Guildhouse

In 1919 Maude Royden left the
City Temple and founded, with Dr.
Percy Dearmer, the Fellowship
Guild. This was an entirely unde-
nominational Guild of Fellowship,
which included people of any re-
ligion, or of none, and the services
were held each Sunday evening in
the Kensington Town Hall, London.
A year later the Guild was given
the use of a derelict Congregational
Church and so was able to form a
permanent home at the Guildhouse,
Eccleston Square. There every
Sunday evening Maude Royden
holds a religious service followed
by a meeting for questions and dis-
cussion. As her sermons are often
on the most contentious questions
of the hour, they are vigorously dis-
cussed at the after-meeting; and
the Guildhouse has become noted as
a platform where any and every
subject can be discussed with in-
telligence and toleration. It is a
live place to which the greatest
preachers and thinkers of the world
willingly give their help.

At Theatre Royal

Maude Royden is speaking twice
at the Theatre Royal, Hong Kong,
on Tuesday next at 5.30 p.m. her
subject being "Can we set the world
in order?" and on Wednesday at
9.15 p.m. on "Patriotism and Inter-
nationalism." It was not her in-
tention to speak at public meetings
when in China; she wished rather
to learn all that she could of Chi-
nese life and problems during
her brief visit, but she has been

LONDON-BRIGHTON SPEEDWAY

\$3,000,000 PROJECT

BRIGHTON TOWN COUNCIL
SIGNIFY APPROVAL

FINEST IN EUROPE

London, Yesterday.
Brighton Town Council have
signified their approval of the pro-
posal to construct a motor road
Speedway between London and
Brighton. All that is necessary
before construction can begin is
that a special bill be passed by Par-
liament and the necessary financial
arrangements be made.

The cost is estimated at \$3,000,-
000.

The object of the road is to pro-
vide direct access for the enormous
traffic now passing, all of which
will be required to pay toll fee of
varying amounts. A small motor
car, for instance, will be asked to
pay about 4/6d. for the whole jour-
ney. For motor omnibuses 18
shillings will be provided and there
will be overhead footbridges for the
use of inhabitants from adjoining
villages, who may wish to join them.

The illumination of the road by
night is to be carried out by 25,000
coloured reflectors which are to be
set up at intervals of 15 yards. If
and when completed the road will
be without parallel in Europe.—
British Wireless Service.

BELGIAN ROYALTY

TO VISIT CEYLON AND
SINGAPORE

THE DUKE'S MISSION

Brussels, Yesterday.
It is announced that the Duke
and Duchess of Brabant, who left
on a voyage to the Dutch East
Indies on the 23rd instant, will
privately visit Ceylon and Singa-
pore.

The Duke intends to study the
industrial methods of the Dutch
East Indies and compare them with
the existing methods in the Bel-
gian Congo.—Reuter.

TURNED DOWN

BISHOP OF LONDON AND NEW
PRAYER BOOK

London, Yesterday.
The London Diocesan Synod,
after sitting secretly for seven
hours at St. Martin's in Fields
Church, rejected four out of the six
suggestions addressed to it by the
Bishop of London on the use of
the revised Prayer Book with only
minor restrictions in accordance
with the policy agreed by the
majority of the Bishops in Septem-
ber, 1906. Clergy participated in
the voting by ballot and the de-
cisions are likely gravely to affect
the application of the Bishop's
policy.—Reuter.

persuaded to give these two public
meetings and to speak also to the
members of the Helena May Insti-
tute on Friday next at 5.30 pm.
Maude Royden is a very human
person with a rare and peculiar
understanding of human problems,
and her blazing sincerity, her spark-
ling wit, her passionate de-
nouncement of wrong and her
triumphant belief in right, and her
rich musical voice, all combine to
make her one of the most forceful
and delightful speakers in the world.

American View
During her tour Maude Royden
has preached and lectured in the
United States, New Zealand, Aus-
tralia and Japan. An American writ-
ing of her visit to Kansas City
said:—

"The visit has done more good
than some colourful and dramatic
evangelistic campaign might have
done. It has brought a subtle and
nameless peace to many warring
hearts of differing races and col-
ours. It has pointed out a way,
a perfectly scientific and reason-
able way, for many perplexed feet
to walk in. It harmonised jar-
ring and warring elements of
human thought; created, I believe,
a gentler and sweeter tolerance
among our clashing creeds. It set
going musical reverberations
which shall not soon die away;
and so much better than any
great clangour and clash, it set
going soft music of the spirit
which shall go on dimly echoing
in still and peaceful hearts for
many a day."

MARSHAL LI DUE ON MONDAY

2 'GOVERNORS' HERE?

MAY RESIGN FROM CANTON TO
BE IN NANKING

HIS POST AS CHIEF OF STAFF

[From Our Political Correspondent.]
Marshal Li Chai-sung, head of the
Canton Government, is expected in
Hong Kong in a few days—probably
by the "Empress of Asia," on
Monday, from Shanghai.

There is every likelihood of two
"governors" of provinces being in
Hong Kong at the same time, an
occurrence that is unique. Gen-
eral Wong Shu-hung, head of the
Kwang Government, is the one
who is expected to come down from
Canton to meet Marshal Li.

It is hinted that Marshal Li,
after a stay of about two months
in and around Nanking, decided
to return south for a conference,
at the request of General Wong
Shu-hung, who came down the
West River and arrived at Canton
this week.

"Only for a Visit"
News from Nanking is that
Marshal Li is returning to Canton
"only for a visit" and that he is

FINE WEATHER

North-east winds, moderate,
fine, is the forecast until noon to-
morrow.

A belt of high pressure extends
from the lower Yangtze Valley to
the east of Japan.

The typhoon appears to be
nearly stationary about 250 miles
east-south-east of Manila.
Moderate to fresh monsoon will
continue along the south-east
coast of China and over North
China Sea.

going back to Nanking to devote his
attention to the post of Chief of
General Staff. It is also believed
that he will, concurrently, remain
as official head of the Canton Gov-
ernment.

On the other hand, there is talk
of Marshal Li resigning the chair-
manship of the branch Political
Council at Canton (which post
makes him head of the province).
Opinion in political circles is that
even if Marshal Li wishes to re-
sign from Canton to be in Nanking,
his resignation may be put off in-
definitely—so long as there is talk
of abolishing the branches of the
Political Council, a movement which
Marshal Li opposed.

Those Expected

The "Kung Shuen Yat Po"
quotes Mr. Li Man-yan (chairman
of the Revenue Council and prin-
cipal private secretary to Marshal
Li) as announcing that Marshal Li
is coming back on the "Empress of
Asia" which is expected on
Monday. Another report, however,
mentions a French liner but this
seems improbable because the date
is in doubt.

General Chai King-tong (com-
manding the 5th Nationalist Army),
Mr. Fung Chuk-man (Finance
Commissioner) and Mr. Ma Chiu-
teun (Commissioner of Reconstruc-
tion) are expected in Hong Kong,
besides General Wong Shu-hung, to
welcome Marshal Li.

FOR SOUTH POLE

WILKINS' EXPEDITION SETS
OUT IN WHALER

OFF TO MAIN BASE

Moskvidov, Yesterday.

The Wilkins' expedition has
sailed aboard the Norwegian whaler
"Hektoria" on route to Deception
Island, which will be the expedi-
tion's main base.—Reuter.

News has been received at Har-
bin of many tarbagans being found
dead in the hinterland of Halla,
North Manchuria.

TO-DAYS DOLLAR

The closing rate of the dollar on
demand, to-day was 2/0 3/16.

PUBLIC WORKS LOAN RETICENCE

"\$1,000,000 HANDLED"

SPECIAL DESKS AND CLERKS AT
THE H. K. BANK

NO OFFICIAL STATEMENT

Reticence was maintained this
morning in connection with the
issue of the balance of \$2,000,000
in the Hong Kong Government 6
per cent. Public Works Loan, of
1927, at a price of 103 per cent.,
but it is learned from a very reliable
source that a sum of close to
\$1,000,000 was handled yesterday.
Whether this was the total of ap-
plications or, on the other hand, of
payments of 10 per cent. (as stipu-
lated) on amounts applied for, is
not known.

To-day, the second day of issue,
there were not so many callers at
the Hong Kong & Shanghai Bank-
ing Corporation as yesterday.
Special desks, clerks and a part of
the counter have been set aside to
deal with subscriptions.

The Hong Kong Bank informed
the "China Mail" that there is
nothing to disclose yet. The list
will be closed on Saturday.

FOR CHARITY

ST. VINCENT DE PAUL
BAZAAR

ON DECEMBER 9

The first meeting of the 1928
Bazaar Committee of the Society
of St. Vincent de Paul was held
yesterday. It was decided to hold
the 1928 bazaar on December 9, and
the preliminary arrangements are
already well in hand. "Rose Day"
(street sale of roses in aid of the
Society's funds) will be on Satur-
day, December 1.

Tickets (\$3.00 each) for the an-
nual Motor Car Draw are already
on sale. The first prize is a 5-
seater 4-door Pontiac Six Sedan de
luxe.

The Committee have a large re-
sponsibility placed on their
shoulders. The expenditure of the
Society on relief to the poor and
on the education of the children of
the poor now amounts to about
\$1,500 a month. A report will
shortly be issued on the work of
the Society during the past year,
and it is hoped that, with this ac-
count of the year's valuable but
unostentatious work of the Society
before them, the generous public of
Hong Kong will again extend to
the 1928 bazaar that whole-hearted
support which has resulted in the
success of the Society's annual
Bazaar in recent years, and has en-
abled the Society considerably to
extend the scope of its beneficent
activities among Hong Kong's poor.

STILL SPREADING

BUBONIC PLAGUE IN NORTH
CHINA

NOW REACHING SHANSI

Peking, Yesterday.
While Mukden reports indicate
that bubonic plague in Manchuria
is subsiding, only fifteen fresh
cases being reported between Oct.
5 and 15, there are reports of se-
rious outbreaks in Shansi province.
Official circles state that the deaths
in Panchow now number 30, while
the Tutung of Suiyuan telegraphs
to Peking reporting a severe out-
break in the villages near Paotow-
chen. Over 100 deaths have al-
ready been recorded.

Chinese doctors have been sent
to both areas which, as far as pos-
sible, have been isolated.

Chinese sources in Taiyuanfu
also report an outbreak there of a
"sort of yellow plague" which is
rapidly spreading but without fatal
effects.—Reuter.

INDIA'S TROUBLE

BOMB THROWN AT HINDUS
DURING RELIGIOUS FEAST

SIXTY CASUALTIES

Lahore, Yesterday.
Six persons were killed and 54
injured by the explosion of a bomb
in the midst of a large crowd of
Hindus, who were returning from
a celebration of the Hindu feast
of Dussera.

No arrests have yet been made,
but investigations show that the
bomb was hurled into the crowd
from the Oxwall fort, the assailant
escaping behind the ramparts.
Conditions in the business city are
normal.—Reuter.

EMPLOYMENT OF A COMMUNIST

AT WOOLWICH

AVOWED "RED" DISMISSED BY
GOVERNMENT

T.U.C. TAKE ACTION

London, Yesterday.
The dismissal from Woolwich
Arsenal of a mechanic named
Percy Glading, because of his be-
ing an avowed Communist has
led the Communist Party to
issue a manifesto denouncing the
action as "victimisation."

This was considered at a meet-
ing of the General Council of the
T.U.C. (Trades Union Council)
after which it had been officially
stated that it was learned that the
Government had decided not to em-
ploy Communists unless they re-
nounced Communism as the Gov-
ernment felt that the employment
of such men was incompatible with
loyalty to the State.

The Council has decided to in-
quire of the Government regard-
ing the matter.—Reuter.

TIN FOIL

CHINESE CHARGED WITH
THEFT

KING'S EVIDENCE

Before Mr. R. E. Lindsell at the
Central Magistracy this morning,
three Chinese were charged with
the larceny of 586½ lbs. of tin
foil, worth \$550 from the Hop
Yik firm of Causeway Bay, and two
others were charged with receiv-
ing stolen property.

Mr. Leo d'Almada, Sen., appear-
ed for the fourth accused. The
other four were not legally repre-
sented.

The case for the prosecution was
conducted by Mr. Hin-shing Lo.
At the outset Mr. Lo said that
as the fifth accused was a foki of
No. 4, and the "cat's paw," he
would ask for permission to with-
draw the receiving charge against
No. 5 and use him as King's evi-
dence.

Mr. Lindsell accordingly dis-
charged this man.

Outlining the case for the pro-
secution, Mr. Lo said that on the
night of October 18, five tins bars
kept in the yard of the Hop Yik
factory at Whitfield were stolen,
and it was the case for the pro-
secution that the thieves were the
first three defendants who were as-
sisted by two other men, not in
custody.

Bought And Sold

The case against the fourth ac-
cused (Mr. d'Almada's client) was
that in the early morning of Oc-
tober 19 he bought the tin bars
from the thieves knowing that they
had been stolen, and afterwards
sold the metal for twice as much
as he paid for it.

Mr. Lo said that the onus was
on him to prove that No. 4 had
guilty knowledge, and said that he
hoped to satisfy his Worship that
the circumstances under which he
had bought the tin from the thieves
and afterwards sold it were suffi-
cient to show guilty knowledge on
his part.

The loss of the tin was discover-
ed by the manager of the factory
at 6.30 a.m., on the 19th and a
report was immediately made to
the police at Bay View Station.
Investigations were promptly un-
dertaken by Sergeant Hynes and
two Chinese detectives, which re-
sulted in the arrest of the prison-
ers and the recovery of the tin in
Yaumati, but in a changed form.

Constructing the circumstances
of the theft of the tin, Mr. Lo said
that the position of the factory on
the hillside facing the harbour
afforded opportunity for the thieves
to carry the heavy bars away with-
out detection. It was also clear
that the theft must have been car-
ried out by men who knew the ins
and outs of the factory.

The Leading Light

In this connection, the prosecu-
tion alleged that the leading light
in the theft were the first and
second accused who had both been
employed at the factory—the first
man right up to the time of his
arrest whilst No. 2 had formerly
worked in the machinery depart-
ment. The prosecution also alleged
that No. 1 who stays in the em-
ployees' quarters at the factory
had let in the other four thieves.
After the thieves had taken out
the tin bars they hid them in the
hillside whilst a motor car was
fetched in which the loot was

8 RESIDENTS TO BE HONOURED

THE INVESTITURE

OFFICER ADMINISTERING WILL
HOLD RECEPTION TO-MORROW

SEXES EQUALLY DIVIDED

Eight persons, four of each sex,
will receive their decorations at an
Investiture to be held by H.E. the
Officer Administering the Govern-
ment (the Hon. Mr. W. T. Southern,
C.M.G.) at Government House at
9.15 to-morrow night, following
which there will be a reception by
H.E. and Mrs. Southern.

All eight recipients were men-
tioned in the King's Birthday
Honours List, being as follows:—

Commander of the Order of the
British Empire (C.B.E.):—Mr.
H. K. Holmes, the Crown Solicitor.
Officers of the Order of the Brit-
ish Empire (O.B.E.):—Dr. S. W.
Tao, LL.D., the solicitor, member of
the Sanitary Board, Honorary Com-
missioner of Police (Reserve), etc.;
Mr. R. Sutherland of Messrs.
Jardine, Matheson & Co., Ltd., one
of the vice-chairmen of the Grand
Tattoo general committee; Miss
L. E. Mackay, R.R.C. (member of
the Royal Red Cross), who is a
Matron in Queen Alexandra's Im-
perial Military Nursing Service and
is patron of the Military Hospital.
Member of the Order of the Brit-
ish Empire (M.B.E.):—Mrs. C. G.
Alabaster and Mrs. E. D. C. Wolfe,
who have both worked very hard in
connection with the Cheer 'O
Y.M.C.A.; Mrs. H. R. Remington,
who "inspired" the Girl Guides.
Imperial Service Order (I.S.O.):
—Mr. A. J. Reed of the Senior
Clerical and Accounting Service,
who has been over 40 years in the
Government service and was ap-
pointed accountant of the General
Post Office in 1889, which position
he has held since.

AT PORTUMNA

ANOTHER MYSTERIOUS FIRE
OCCURS

THIRD OUTBREAK

Dublin, Yesterday.

Communications with Portumna,
the Irish home of Princess Mary
and Viscount Lascelles, suddenly
ceased last night, after urgent calls
for help had been received at Ath-
lone and Limerick. It is now
learned that a great fire is consum-
ing the technical schools in which
Princess Mary displayed great in-
terest in the course of their re-
cent visit. The fire is threatening
other buildings including the con-
vent.

The civic guards were rushed to
the scene from the neighbouring
towns and the military and the
fire brigade were sent from Ath-
lone.

The Earlier Outbreaks

This is the third serious out-
break of fire within a short period
on the properties of Princess Mary
and Lord Lascelles.

The stables at Goldborough
Hall, their Yorkshire home, were
destroyed on September 6, and six
valuable race-horses were burnt to
death.

Following this there was a seri-
ous outbreak in the stables of Por-
tumna Castle just before Princess
Mary and her husband were to ar-
rive there on a visit, and in this
instance very grave suspicions were
entertained that the conflagration
had been deliberately caused, as
four empty petrol tins were dis-
covered in the harness room of the
Castle.—Reuter.

transferred to No. 4 accused's hut
at Praya East which was reached

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OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOI.
From Hong Kong.

M.V. "ESQUILINO" Sails on/or about 8th November.
M.V. ROMOLO Sails on/or about 6th December.
S.S. "VENEZIA" Sails on/or about 3rd January.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "VIMINALE" Sails on/or about 13th November.
M.V. "ESQUILINO" Sails on/or about 11th December.
M.V. "ROMOLO" Sails on/or about 8th January.

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\$120, \$112, \$110, \$102, \$83, via San Francisco.
\$540, \$540, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU Tuesday, 30th October.
KOREA MARU Tuesday, 13th November.
SHINYO MARU Tuesday, 27th November.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.

HAKUSAN MARU Saturday, 3rd November.
HARUNA MARU Saturday, 17th November.

SYDNEY & MELBOURNE via Manila & Port.

MISHIMA MARU (Calla Zamboanga) Wednesday, 21st November.
TANGO MARU Wednesday, 19th December.

BOMBAY via Singapore, Penang, & Colombo.

HAKODATE MARU Saturday, 27th October.
TAMBA MARU Sunday, 11th November.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.
RAKUYO MARU Monday, 12th November.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Port.

HAKATA MARU Saturday, 30th November.
NEW YORK AND BOSTON via PANAMA.

"LISBON MARU" Tuesday, 6th November.
LIVERPOOL via Port Said, Geneva, Marseilles.

TOYOOKA MARU Wednesday, 21st November.
CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU Thursday, 8th November.
NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU Friday, 16th November.
SHANGHAI, KOBE & YOKOHAMA.

MURORAN MARU (Moff direct) Monday, 29th October.
KAMO MARU Tuesday, 30th October.

SADO MARU Tuesday, 30th October.
KATORI MARU Monday, 12th November.

† Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Colombo, Suez and Port Said.
AMUR MARU Saturday, 10th November.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.
LAPLATA MARU Friday, 20th October.

BOMBAY—Via Singapore & Colombo.

HONGKONG MARU Wednesday, 3rd November.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

MOBABA—Via Singapore and Colombo.
PANAMA MARU Thursday, 1st November.

CALCUTTA—Via Singapore, Penang and Rangoon.

SEATTLE MARU Thursday, 25th October.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and

Japan ports.
PARIS MARU (from Shanghai) Monday, 5th November.

MELBOURNE—Via Manila, Brisbane & Sydney.
HIMALAYA MARU Thursday, 8th November.

HAIPHONG—Via Yokohama & Peking.
NEW YORK—Via Japan ports, San Francisco & Panama.

HAGUE MARU Middle of November.
JAPAN PORTS.

INDUS MARU Friday, 16th November.
ALTAI MARU Tuesday, 20th November.

KEELUNG—Via SWATOW & AMOY.
KISHU MARU Sunday, 28th October 10 a.m.

GOZAN MARU Sunday, 4th November 10 a.m.
TAKAO—Via SWATOW & AMOY.

DELTA MARU Thursday, 1st November 10 a.m.
TAKAO & KEELUNG.

SANUKI MARU Tuesday, 27th November.
For further particulars please apply to—OSAKA SHOSHN KAISHA.

Tel. Central No. 4688, 4689, 4690.



SHIPPING SECTION.

COASTAL MOVES

CHANGES IN SHIPS' PERSONNEL

NEW APPOINTMENTS

Captain T. Johnstone, of the "Kalgan," has gone master, "Anking."

Captain A. Cook, of the "Kwang-se," has gone master, "Nanning."

Capt. W. Noon, of the "Nanning," has gone master, "Kwang-se."

Captain W. J. Larter, from reserve, has gone master, "Linan."

Captain C. M. Mather, of the "Linan," is on reserve.

Mr. O. Fox, chief officer, "Tungting," has gone chief officer, "Wanliu."

Mr. J. M. Hall, chief officer, "Wanliu," is on Home leave.

Mr. R. J. Powrie, extra chief officer, "Linan," has gone chief officer, "Tungting."

Mr. J. S. Anderson, chief officer, "Hangyang," has gone chief officer, "Linan."

Mr. J. McKinley, extra chief officer, "Sinkiang," has gone chief officer, "Hangyang."

Mr. J. Cook, extra second officer, "Wanliu," has resigned.

LIVERPOOL HONOUR

MR. W. HARDING AND FRANCE

The shipping industry in Liver-

pool has learnt with pleasure and pride that Mr. Walter Harding, of Messrs. James Moss and Co., has been awarded by the French Government the Cross of the Legion of Honour, in recognition of his services to France.

Mr. Harding has long been associated with Messrs. James Moss and Co., and is now managing director of the firm and director of the Moss Steamship Co.

For many years he was his company's agent at Bordeaux, and he has always retained his affection and regard for France which began during that period.

Mr. Harding is the present vice-chairman of the Liverpool Steamship Owners' Association.

PROSPECTS GOOD

"CANADA FOR THE BRITISH"

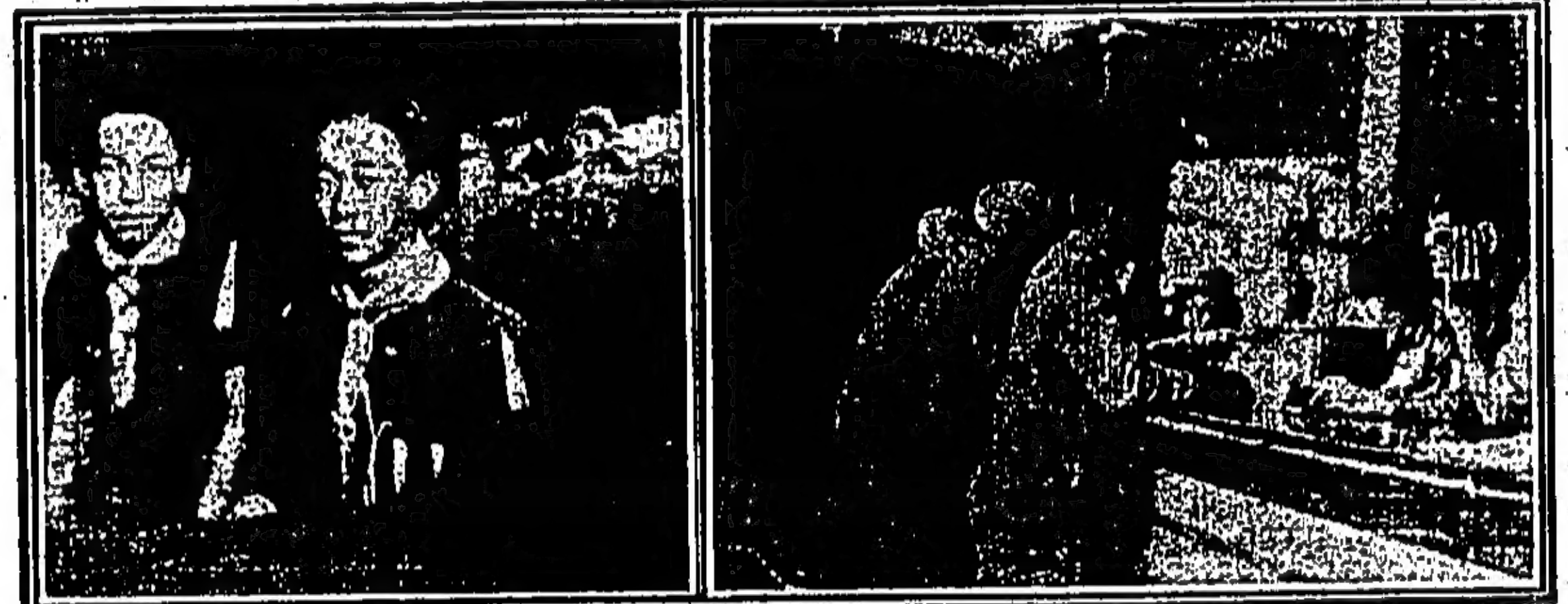
LIVERPOOL INTERVIEW

On board the Canadian Pacific liner "Duchess of Atholl," when she arrived at Liverpool, was Mr. Thomas Mulvey, Under-Secretary in Canada for the Department which deals with alien enemy property. He has come over to look after that business on this side, and he told a representative of "The Journal of Commerce" that he may have to go to Budapest.

He declared that there is still plenty of room in Canada for British emigrants of the right type who are ready and willing to work and who don't expect to have jobs thrown at them. "The crop," he said, "is the largest in our history, and as for the mineral developments which are going on—although it is too soon to say definitely—the indications are that the output will be prodigious."

"The miner-harvesters appeared to be making good," he added "when I left Canada. I think there is a decided likelihood that some of them, at any rate, will remain permanently and devote themselves to agriculture."

Also on board the "Duchess of Atholl" was Mr. Percy Corkhill, Liverpool Lord Mayor's secretary, who has had a very short stay in Canada, having made the outward and homeward voyages in the "Duchess of Atholl." Mr. Corkhill occupied the week which



BOY SCOUTS AS POSTMEN.—During the recent strike of postmen in Shanghai, Boy Scouts, both Chinese and foreign, helped the functioning of the service. Above are two photos taken on the occasion, showing Boy Scouts on duty.—(Tse Challin).

PETER ENGINES

A NEW TYPE IS INTRODUCED

THE "NT"

An interesting extension has

recently been made to the series of Peter marine oil engine by the introduction of the NT type made in two, three and four-cylinder units of 18, 27 and 36 h.p. respectively.

A twin-screw set of crude oil engines of this type has just been completed for a ferryboat for the Egyptian Government authorities. The craft is of steel, 60ft. by 10ft. beam and 2ft. draft, with a semi-tunnel stern.

A speed of 12 to 14 kilometres is expected by the Egyptian Government. The power units are of the latest Peter NT type, and are four-cylinder sets arranged symmetrically about the centre line of the hull, with the direction of rotation outwards. It is interesting to note that these 36 h.p. units were tendered for and accepted in preference to the slower speed twin-cylinder sets of the same power (which are also made by Petters, Ltd.) on account of the restricted draft. In the new engines the overall dimensions, and also the drop from the shaft line, are reduced, the smaller cylinder units lending themselves to this.

In the new NT type engines although the general principles are the same as those in previous Peter marine designs, a number of new features are incorporated. The engines are arranged for instant starting from cold by means of electric heating plugs working in conjunction with a new design of rotatable fuel sprayer. The sprayer is so designed that at starting the oil spray is directed directly on to the hot coil of the heating plug. After the engine has been running a few minutes, the vaporiser portion of the cylinder head reaches a temperature sufficient to carry on ignition, and the nozzle is rotated by the operator by means of a small lever, so that the oil spray impinges on this hot surface. Current for the heating plugs is generated by means of a small dynamo driven by gears on the forward end of the engine, which charges a six-volt battery.

Other auxiliaries fitted include starting air compressor, rotary starting air distributor and bilge and circulating pumps, both of which are of the double-acting type. Rapid starting blow lamps are fitted as a standby. The engines are built to comply with Lloyd's and Admiralty requirements.

Mr. A. Campbell, chief engineer officer, "Talkoo Wany," has gone chief engineer officer, "Wanliu."

Mr. W. W. M. Chapman, second engineer officer, "Talkoo Wany," has gone second engineer, "Peng-tien."

Mr. J. Watson, third engineer officer, "Talkoo Wany," has gone third engineer officer, "Poyang."

Mr. A. Campbell, chief engineer officer, "Anking," has gone chief engineer officer, "Kwang-se."

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COUNT THE "MAILS"

See Page 3.

the vessel spent in the port travelling from town to town by night and having a look round during the day time.

Mr. James W. Davidson in the course of his world tour on behalf of the Rotary Club was welcomed by Mr. W. Gibbons, president at Liverpool. Mr. Davidson hopes to introduce the rotary idea into countries where it has not yet taken root.

Tsoi Sung, master of the Hong Kong Junk T4978, reported to the Harbour Office yesterday that while the major part of his crew were ashore at Kap Sze, robbers seized the vessel, which was only released after the payment of \$250. The junk left Hong Kong on Sept. 30 and the robbery took place on Oct. 11.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC. TO VICTORIA & VANCOUVER.

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928-1929.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPERESS OF FRANCE	Nov. 23	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPERESS OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 23
EMPERESS OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 6
EMPERESS OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Feb. 27
EMPERESS OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 20
EMPERESS OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Mar. 31
EMPERESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 24
EMPERESS OF RUSSIA	May 1	May 4	May 7	May 9	May 15
EMPERESS OF ASIA	May 15	May 18	May 21	May 23	May 29
EMPERESS OF FRANCE	June 5	June 8	June 11	June 13	June 19

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai) Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

FOR CHRISTMAS AND THE NEW YEAR HOLIDAYS

"EMPERESS OF FRANCE"

Leaves Hong Kong November 28th, due to arrive Vancouver December 15th, in ample time to enable passengers destined to Canadian or United States ports to reach home for Christmas. For passengers destined to Europe, connection may be made with the s.s. "Montroyal" from St. John, December 21st, reaching Liverpool, December 28th.

HONG KONG—MANILA SERVICE.

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Oct. 30	Nov. 1	EMPERESS OF ASIA	Nov. 2
Nov. 20	Nov. 22	EMPERESS OF CANADA	Nov. 23

CANADIAN PACIFIC EXPRESS.

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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BRITISH WUCHOW LINE

OCT.—NOV. SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2.00 p.m.
S.S. "TAI HING"

[1,068 tons—Capt. O. B. Wilks.]
MON. 29th OCTOBER.

SUN. 4th NOV. MON. 19th

FRI. 9th SUN. 25th

WED. 14th FRI. 30th

When they pass the Shuang Gorge, the American travellers say "Well, we guess this beats the Hudson River, our show place." Continental visitors remark that it reminds them of the "Rhine and Switzerland." Whilst British tourists declare "Surely, the Lake district or the Scottish moors, but with a little less vegetation." Now why not take a five-days' round trip and see for yourself. It costs you only \$40.

S.S. "TAI MING"

[1,049 tons—Capt. G. J. Spink.]
SUN. 25th OCTOBER.

FRI. 2nd SAT. 17th

TUES. 6th THURS. 22nd

MON. 12th TUES. 27th

For information apply to
KWONG WING Co., Ltd.

87, Connaught Road West,
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"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 86 years travellers the world over have found personal service and financial security thru their use.

Issued in G.\$10, G.\$20, G.\$50, G.\$100, and
£5 and £10 denominations—bound in a small
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Secure your steamship tickets, hotel reservation and
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OF THE MUNICIPAL BREWERY
Founded in Pilsen, 1842.

THE ORIGINAL PILSNER BEER.

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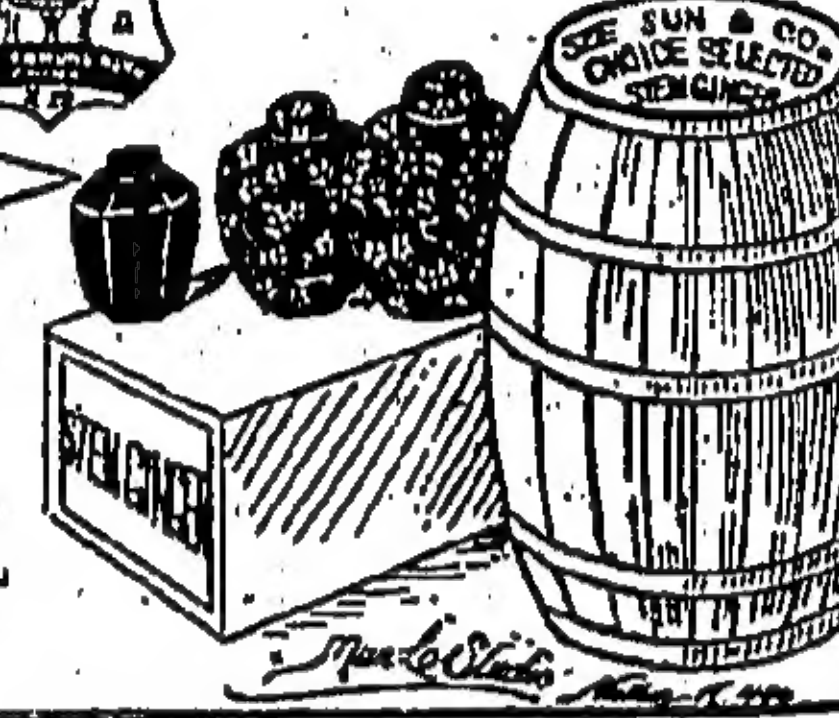
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PRESERVED GINGER & FRUIT
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Office: 81-83, Victoria Road, 1st Floor.
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"It's as new as the day
I first put it on!"
DRYCLEANING ORDERS
10% DISCOUNT

OCT. 6th. to NOV. 5th.
WE'LL PUT ANOTHER
SEASON'S WEAR INTO LAST
YEAR'S SUIT, COSTUME OR
OVERCOAT.

The Steam Laundry Co.
Sanitary Laundrymen, Dyers,
and Drycleaners.

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HONG KONG DEPOT: 14, Stanley Street, Tel. 6, 1578.
KOWLOON HOTEL DEPOT.
PEAK HOTEL DEPOT:
KOWLOON DEPOT: 19, Canton Road.
HONGKONG HOTEL (Visitors only).
HATFIELD VALLEY AGENCY: 14, Morrison Hill Road.
Write or Phone for complete Price List.

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About Which There Is No Doubt

THE "UTILITY"
DAMASK
NAPKIN



THE "UTILITY" DAMASK
NAPKINS are made in England of durable white damask, in a charming range of floral and spot designs. Will wear and wash perfectly.

SIZE: 20 x 20 INCHES.

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VALUE
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ONE OF WHITEWAYS SUPER VALUES

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BED

An Illustrated.
12 spring mattress. Strong
and reliable.

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VALUE
PRICE \$12.50

THE "WHITEWAY"
THREE-PART BEDSTEAD
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WHITEWAY LAIDLAW & CO., LTD.
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BIRTH

DONALDSON.—At Peak Hospital,
Hong Kong, on October 25,
1928, to Mr. and Mrs. W. A.
Donaldson, a daughter.

Hong Kong, Thursday, Oct. 25, 1928.

ON PLAYING THE GAME

It must sadden the hearts of the small band of British soccer enthusiasts who have worked so hard and for so long to teach the Chinese the game and how to play it to read of yesterday's occurrences when, in two matches, three players had to be ordered off the field. On the top of this we have before us the report of the council of the local Football Association containing reference of the suspension of another Chinese who was despatched from a game for striking an opponent. Association football, as we all know, is a fast and exciting game, and while human nature is what it is there will be lapses due to waywardness of temper. But the art of the game lies in governing the temper; unless this is done football is not even a healthy exercise. This much desired control of individual feeling is all there is in "playing the game," and it is a pity to see abroad a spirit in local soccer which runs contrary to all the accepted and proved rules of gentlemanly conduct on the field. It is to be hoped that the Association will take no light view of the infringements that resulted in the three players being sent off yesterday and that the punishment will meet the crime.

The psychological aspects pertaining to the development of a football-playing Chinese youth are, we have found, remarkable. In his very early days he is a most willing and admirable pupil.

He will learn the rules and absorb all the advice that is tendered. Then comes a time when he finds himself attached to some club or other; later he gets into what counts as a first-class team; and then it is that the lad changes completely. You cannot tell him a thing. He knows the game, he will say, and he knows how it should be played. And not only you—an outsider whose only interest lies in the fostering of the sport—are ignored; his club officials and actual team-mates are ignored. A little success in a good-class team invariably gives him a false sense of his own importance. He is a fine fellow, an individualist; every time he struts on the field he feels like a Mei Lan-fang being received at the Royal Palace at Peking. Which is all very regrettable.

A footballer, in order to give of his best and to obtain the best out of the game, must be a clean living fellow, capable of self-control and able to work with others in a team. He must be a good servant and master of himself. Moreover, he has to play the game according to the Laws of Association Football; and this is a point that has not fully entered the Chinese mind; players are too easily carried away, and fisticuffs and rough tactics, followed by dismissals from the match and suspensions result. What is required in the first instance, we think, is more discipline within the respective clubs. Many of them are money-making concerns and they owe it to the public that supports them to turn out neat and workmanlike and play the game when they are out. Of the Chinese teams there is but one that takes the field in a proper manner. With the others the eye is generally met with odd jerseys, odd stockings, and a sauntering from the dressing room reminiscent of a gang of tired females loitering along Paddar-street around tiffin time. What is required in the second and subsequent places has to do with a number of matters which are without the purview of the clubs themselves, and comment in this connection may, for the present, be usefully reserved.

British Empire Cotton

The news mentioned in one of yesterday's wireless messages that the British Empire now produces thirty per cent. of the world's raw cotton probably came to many of our readers, as we frankly admit it came to us, even before the nature of the surprise that it was an item of interest. We knew of course that for a generation or two cotton had been cultivated successfully in various parts of the Empire, and that with the passing years greater

success was being attained. There never was any need, with a "far-flung" Empire such as ours, that we should be dependent upon anyone except ourselves for all the cotton we require. Both the climate and the soil of America's Southern States can easily be duplicated in many parts of the Empire and therefore there is no reason why all the cotton Lancashire needs should not be forthcoming from imperial sources. But not yet; America has had a long start, but this, notwithstanding, the time must come when in raw cotton, as in many other things, the Empire will be entirely self-supporting.

The Royal Naval Armament Depot notify that a small quantity of fireworks will be fired for public purposes at Stonecutters Rifle Range to-morrow afternoon.

Mrs. W. T. Southern will open a Sale of Work, organised by the Wanchai Wesleyan Church in aid of the new Sailors' and Soldiers' Home, to be held at the Helena May Institute on Wednesday, November 7, at 3 p.m.

As already announced, Miss Maud Royden will deliver two public lectures in the Theatre Royal next week. The subjects of her addresses are:—(1) Can we set the world in order? (2) Patriotism and Internationalism.

Evidence for the defence was given in the Summary Court yesterday, in the cross-examination between Li Ming and Kwok Yee, sub-contracting painters, in connection with work on the "Shinyo Maru." Mr. W. D. Owen is for plaintiff and Mr. A. el Arculli for defendant.

Miss P. Brown (elocutionist), Mr. and Mrs. Morgan Richards (duets and solos), Mrs. C. P. Marcel (Soprano), Mr. W. A. Hannibal (Humorist), and Mrs. Hargreaves Brown (accompanist) assisted at a concert at the Cheer 'O Y.M.C.A. last night.

We are in receipt of two handsome bridge scoring blocks from N. Lazarus. These are souvenirs of the change of premises, due to demolition of present site, which takes place on Monday, Oct. 29. Those who play bridge may obtain these useful presents, free of charge, with the firm's compliments.

For carrying six pigeons in a basket of insufficient dimensions, a Chinese was this morning at the Kowloon Court fined \$4. It was said that the pigeons did not show any signs of distress, but the basket should have only held four at the very most. Defendant pleaded guilty.

A Chinese was this morning sentenced to six weeks' hard labour on each of three counts of the theft of a quantity of clothing and some money, the property of three employees of Messrs. R. Corney and Co., glass manufacturers, Causeway Bay. He pleaded "guilty."

The case in which two Chinese are charged separately with returning to the Colony after having been banished for 10 years, was resumed at the Kowloon Magistracy this morning when Det. Sergeant Mottram, prosecuting officer, asked for a further remand in police custody for a week. At the first hearing one accused said he had been placed on the s.s. "Wing On," by the Macao authorities. The other accused said that he had been deported from Macao for "being unemployed."

Yesterday the police recovered from the harbour at West Point the body of a foreigner which is believed to have been a seaman of the s.s. "President Jackson," named Lawrence C. O'Sullivan, who, as mentioned yesterday, has been reported missing from the ship since Monday night. There were no marks of violence on the body and the conclusion is that the unfortunate man had been drowned through accidentally falling into the harbour. The body, it is understood, will be buried, but a photograph will be taken for the purpose of identification on the return of the "President Jackson," which is at present in Manila.

CORRESPONDENCE

KOWLOON PUBLIC MORTUARY

(To the Editor of the "China Mail.")
Sir.—The body of a foreigner, believed to be the unfortunate seaman who was missing since the 22nd inst. from the s.s. "President Jackson," was recovered from the harbour and conveyed to the Kowloon Mortuary, and according to the news in the Press the corpse will be lying there until the 20th inst. when the steamer returns from Manila. The body of identification.

had left for U.S.A. instead would the corpse be left in the Mortuary until the return of this steamer scheduled to arrive here on December 31, 1928? Is there any sense in keeping the body another five days before the order is given for burial?

I would like to know what are the provisions in the local Ordinance in regard to such cases. Is there no limit of time for burial of unknown corpses?

The highly offensive odour emanating from the Kowloon Mortuary causing in many cases nausea has been the subject of very unfavourable comment in the past. It is high time that the indignant taxpayers who reside in the vicinity of the Mortuary and those who make use of Waterloo Road to and from Ho Mun Tin and Kowloon Hospital to move in the matter. That the Mortuary should continue to remain in the present site is nothing short of a public scandal. All mortuaries should be miles away from residential areas.

The Sanitary Board Inspectors are not slow in seizing and condemning foodstuffs, etc., unfit for human consumption but the Government should not lose sight of the fact that air is most essential to human life and therefore every step should be taken to prevent the air from being contaminated by putrefaction and or dead bodies in a high state of decomposition.

If Mr. J. P. Bragg and the other energetic members of the Sanitary Board will press the Government to have all mortuaries removed from residential districts they will earn the gratitude of the community and

Yours, etc.,
RATEPAYER.

Hong Kong, Oct. 25.

WHY PICK ON US?

(To the Editor of the "China Mail.")
Sir.—The world is at a standstill—The Kowloon Railway Station clock has stopped. Ye Gods! What a Government! Yours, etc.,
X.X.

Hong Kong, Oct. 25.

SAYING FAREWELL

THREE DOCKYARD MEN LEAVING

D.R.C. PRESENTATIONS

Members of the Naval Dockyard Recreation Club gathered in force last evening to bid farewell to three prominent members of the Club and of the Local Dockyard Staff. These were Mr. L. Saint, Foreman, Engineering Branch, transferred to Portsmouth Dockyard, Mr. Alf. Cook, Acting Foreman of the Yard, transferred to Devonport Dockyard, and Mr. C. Slade, Inspector of Foundries, transferred to Portsmouth Dockyard.

Each of the departing members were presented with handsome souvenirs by the members of the Club and the presentations were made by Engineer Captain W. H. Michell for the Chief Engineer's Department and Mr. S. R. Tinkner, Chief Constructor, for the Constructive Department. Mr. H. L. Mackenzie, N.A.S.O., Hong Kong Dockyard, was in the chair, and as Chairman of the Club for the coming year expressed his pleasure at presiding on such a pleasant occasion.

Engr. Captain Michell eulogised Mr. Saint's and Mr. Slade's services in his own department, and Mr. Tinkner, Chief Constructor, paid a similar tribute to Mr. Cook. Each of the guests of the evening was received with much enthusiasm on rising to thank the meeting for their very warm reception.

During the toasts and speeches members of the Club contributed to a very pleasing musical selection, Messrs.—Crabb, Bennett, Beer, Turner and Hopper being warmly applauded for good musical items and Mr. George Long, year met all requirements on the piano with his usual skilful ease.

Mr. Alf. Cook is the longest service official in Hong Kong of the three leaving, having been in Hong Kong four years, after service in Bermuda. He is a prominent Freemason, being associated with Bermuda Lodge 458, and held the office of Steward of Cathay Lodge, Hong Kong, 437, his mother lodge being the well-known Victory Lodge 3529, Portsmouth. Both Mr. Cook and Mr. Slade are leaving Hong Kong on promotion, and Mr. Saint is leaving owing to a vacancy having occurred at Portsmouth. Yard which latter, Mr. Saint, judging by the remarks of the speakers during the course of the evening, certainly should rank as the premier Dockyard and appointment to same, would appear to be in the nature of promotion in any case. "Fomey" was ever modest. The evening closed with "Auld Lang Syne" rendered in stirring fashion and repeated in characterful and under the twinkling of the Dockyard's Recreation Club.

BISHOP DUNN

AT LOCAL CATHOLIC CELEBRATION

AN INVITATION

On Sunday, the Catholic Church throughout the world will celebrate the Feast of Our Lord Jesus Christ, King. The Holy Father is most anxious that it should be rendered noteworthy, and an encyclical sent out on May 12 this year, bade the Catholic Hierarchy to preach and thoroughly instruct the faithful on the nature of this Feast, so that Catholics and others should be impressed by the solemn truths which it calls to mind. The International Eucharistic Congresses, held in the larger Cities of Europe, America and Australia, which called for extensive preparations, are outstanding events of the Catholic World.

The loyalty and devotion manifested publicly on these occasions have not only strengthened the faith of the Catholics, but have also impressed countless onlookers who are not of their faith.

The Catholics of Hong Kong cannot, of course, hope for such a joyous event to be held locally, and the celebration on Sunday will give them the opportunity of a public manifestation of their faith and homage as at these Eucharistic Congresses. A programme of the celebration will appear in our columns to-morrow and Saturday, and we understand that the Committee in charge under the guidance of his Lordship, Bishop H. Valtorta and the Rector of the Cathedral, Father L. Rossi, have completed all arrangements for a worthy celebration of this Feast. Invitations have been sent out to the various Catholic Bodies and Institutions in the Colony, and Dr. J. J. Dunn, Auxiliary Bishop of New York, who is returning to his Diocese from the Eucharistic Congress in Sydney, has accepted the invitation to preach on Sunday. The Committee, on behalf of the Catholics in Hong Kong, extend an open invitation to the public.

MOISEWITSCH

AN OUTSTANDING MUSICAL PERFORMANCE

MASTER OF HIS ART

Moiseiwitsch, described as the Poet of the Piano, gave a wonderful performance last evening before an intensely interested and enthusiastic audience which was not so large as the appearance of this master player merits. From the commencement of the programme Moiseiwitsch, with his dainty treatment of Scarlatti's Sonata in A Major, held his audience, this dainty morceau being a fitting introduction to the really great playing required in the next item, Beethoven's celebrated Sonata in C Major, the wonderful climax in the third movement Rondo being rapturously greeted by an audience entranced by the marvellous dexterity of the artist.

The performer's versatility was admirably demonstrated by his next selection of five celebrated Chopin items, the "Etude in Thirds" bringing out "Moiseiwitsch's" wonderful technique in a marked degree, the beautiful study on the Black Keys being greeted rapturously. The waltz in A Flat Major and the other well-known Prelude in D Flat Major were also accorded very special treatment and a wonderful rendering of Scherzo in A Minor substituted for the Fantasia was a revelation in modern pianoforte technique. Moiseiwitsch displays uncanny technical powers, his wonderful staccato passages and beautiful cadences being features of a great performance.

The latter part of the performance was varied. Rachmaninoff's Prelude in G Minor, Rocco-Palengren, Claire de la Lune, Debussy being delightful variations from the higher classical musical items. These dainty items preceded the final item where "Moiseiwitsch's" full powers were given complete expression. Liszt's Rhapsody No. 6, the final item, was a musical performance in itself. At the conclusion of a magnificent rendering of this well-known work Moiseiwitsch was rapturously recalled and after repeated encores responded with two of Chopin's best-known items including the "Valse Op. 62 No. 1" so loved by all musical amateurs. Needless to say Moiseiwitsch had difficulty in leaving the stage, so appreciative was the audience.

On Saturday, at the repeat performance, Moiseiwitsch has chosen a performance of extreme taste and popularity, and the City Hall should be packed.

COUNCIL

OF THE

DOCKYARD

RECREATION CLUB

CHINA'S CAPITAL WHEN CITIES CHANGE THEIR NAMES PEKING OR PEIPING

When a maid marries, she changes her name. When a city finds a new lord and master—to use a somewhat out-of-date analogy—it often changes its name, too. Take Peiping, for example, which used to be Peking. It had been Peking for 519 years until, a short while ago, the Nationalists finally succeeded in capturing it. One of their first acts was to signalise their victory by changing the city's name and depriving it of its ancient rank as the capital of China. The new capital of China is Nanking, on the Yangtze River, not far inland from Shanghai, China's commercial metropolis. Peking has not only lost its rank as capital, but its name, which signified, "Northern Court."

This is not the first time that Peking—or Peiping—has had its name changed. It had been known as Peking for more than half a millennium, but what is 500 years, more or less, in the history of China? Peking had many other names before it became Peking. The last name it had before becoming Peking was Peiping, the name that has now been given to it anew. Thus, Peking has not a new name at all, but has simply had one of its old names restored to it.

It was first called Peiping by Hung Wu, the first of the Ming emperors, in the fourteenth century. Hung Wu, like the Nationalists to-day, made his capital at Nanking, and, also like the Nationalists to-day, he reduced the northern city from its rank as capital—for it had been the seat of the Mongol rule in China, under still another name, to wit Khanbaliq, or Cambaluc.

"Cambaluc" It was by the name of Cambaluc that Peking first became known to Europeans, late in the thirteenth century, just after it had been captured and rebuilt by the great Kublai Khan. Before that, it had had a multitude of other names under different masters. To mention only a few of them, it had been known at different times as Chung-tu, and Yen-shan Fu, and Yen-king, and even once as Nanking, the name of China's present capital far to the southward. Away back before the Christian era there was a city on the site of the present Peiping which was known as Ki.

Peking, then, has had its full share of names from time to time. No other city in the world has had its name changed so often. Perhaps on other city in the world has had so many different masters. Few cities existing to-day have such an ancient history. Another city which changed its name not very long ago is Oslo, the capital of Norway. It had been known as Christiania for 300 years and three months. When its name was changed to Oslo, on Jan. 1, 1925, it, like Peiping, did not get a new name, but had an old one restored to it. For Oslo had been the name of the town from 1048 to 1624 A.D., a period of 576 years. When, in 1624, it was destroyed by fire, it was rebuilt by King Christian IV of Denmark and Norway, who named the new city after himself and made it his Norwegian capital.

The new city of Christiania was built on the opposite side of the river from the little trading and lumber post which had been known as Oslo, and the old name continued to cling to this suburb of the new city. It never entirely disappeared, and in 1925 it came back into its own. The little suburb which had clung so tenaciously to the old name saw it restored to the great city.

Another city—also once a capital—which has recently experienced a transformation in name as well as in status is Leningrad. It has borne the name of Leningrad since April 22, 1920. Previous to that, it had been known as Petrograd for more than five years, from Sept. 1, 1914. Previous to the Great War it was, of course, St. Petersburg. It had been known as St. Petersburg for 211 years, ever since its foundations had been laid by the Russian Tsar Peter the Great in 1703.

When war broke out between Germany and Russia, St. Petersburg was thought to smack too strongly of German for the Russian taste, and the name was given its Russian form of Petrograd. Then, after the Bolshevik revolution, the name of Petrograd had too strong a flavour of Peter the Great about it and, "tars having gone out of fashion," it was changed to Leningrad. Leningrad has, moreover, ceased to be the capital of Russia, having been superseded in that position by Moscow in March 1919.

The United States is not without its striking examples of cities which have changed their names. New York serves to illustrate this

fact. It was, of course, originally New Amsterdam, but after half a century of existence under Dutch control it passed into the hands of the English. Richard Nicolls, the Englishman who by right of conquest became Governor of the city in 1664, at once gave directions that it should henceforth bear its new name of New York.

New York it continued to be for nine years, when the Dutch succeeded in recapturing it, and for a period of one year and three months it was again a Dutch possession, and was given still another name, that of New Orange. Finally, the treaty of Westminster of 1674 restored the city to the English; it became New York again, and has so continued ever since. Thus, in a little over three centuries of existence, it has had three names in four stages.

Towns, however, sometimes change their names for reasons other than conquest. There is a good example of this in the case of Cambridge, Mass. Cambridge, when originally settled in 1630, was known as "New-Towne," or "Newtown." So it continued to be known for several years, until Harvard College was established there. Then the force of analogy proved too strong; many of the original settlers of "New-Towne" had been students at Cambridge University in England, and it was only natural that they should wish their university town in New England to bear the name of Cambridge. Thus it came about that the General Court in 1637 proclaimed that the "college is ordered to be at Newtowne, and that Newtowne shall henceforth be called Cambridge."

Other examples which come readily to thought are the ancient city of Byzantium, which became Constantinople when Constantine the Great determined to make it the seat of his government, and Queenstown, in Ireland, which commenced to appear on steamship notices as Cobh as soon as the Irish Free State was established.

It is well known that the Cape of Good Hope was known to the first European seamen to make its acquaintance as Stormy Cape, but the King of Portugal, eager to promote navigation along the new route to the Indies, and fearing lest so tempestuous a name should deter navigators from venturing so far southward, caused its present name of better omen to be affixed to it. Then there are the many towns near the frontier between France and Germany which have changed their names as the political boundary between the two countries has shifted its position—but these usually merely substitute the French form of a name for the German form, or vice versa, as, for example, Aix-la-Chapelle for Aachen, or Koln for Cologne.

And how many others?—L. R. M. in "The Christian Science Monitor."

IN "MERRY MOOD"

FOOLISH YOUNG MEN AND M.P.'S CAR

At Westminster Frederick Trevor Milne, 25, salesman, and Herbert Emmony Green, student, were charged on remand with attempting to steal a motor-car, the property of Colonel Lewis P. Winby, M.P.

Mr. Ricketts, for the defence, said Milne, when detained, made the foolish remark that he thought it was his father's car. The young men had been drinking, and had no intent on stealing the car.

Defendants, giving evidence, said the idea of getting in the car originated in "a merry mood," and while examining the controls the self-starter was accidentally touched.

The magistrate, Mr. Gill, said he should regard it as a very foolish escapade.

Defendants were discharged.

"MUCH TOO FAST"

TWO YOUNG MOTOR-CYCLISTS KILLED

"In my opinion a large percentage of motor-cyclists go much too fast," said Mr. Reginald Kemp, the West Middlesex coroner, in an inquest at Kilburn on Harry Dando, plasterer, aged 22, and Reginald Jackson, a fitter's mate, aged 23, both of Denton-road, Harlesden.

They were killed in a collision between a motor-van, at the corner of Woodhey-lane and North Circular-road, Neasden.

Alfred Crust, of Shakespeare-avenue, Harlesden, said that the motor-cycle was travelling at about thirty miles an hour, and crashed broadside into the van, the driver of which had put his hand out.

The jury returned a verdict of accidental death, exonerating the driver of the motor-van from blame.

COUNT THE "MAILS"

See Page 2

AT KOMOR'S

THE 'AUTUMN ART DISPLAY'

PICTURES DESCRIBED.

There is always something new when Messrs. Komor & Komor advertise their half yearly picture exhibition. This year we have water colours, oil paintings and a few excellent Japanese colour prints. Every one a work of art and a joy to possess, and considering that the prices range from \$1.— upwards and you can send home an artistic picture as a Christmas Card, or if you want to decorate your home, you can create an artistic atmosphere. It is no wonder that nearly the whole collection is generally sold within the first few days of the exhibition.

There is a perfect variety of subjects. Kobayashi, the doyen of Japanese landscape painters, has sent some very effective views. For instance No. 502, "Japanese Alps" is beautifully drawn and very realistic. No. 513, "Nikko," shows small pictures in nice mounts, selling for about \$2, make ideal Christmas Cards.

Hyoku, the pupil of Yamamoto, surpasses sometimes with her light effects even her teacher, and Nos. 530 & 531 are specially pleasing. Also her smaller pictures—selling from \$4 to \$5—are beautifully finished.

Hong Kong's "Favourite"

Kano, the wizard of atmospheric views, is well represented and brings some lovely landscapes from all parts of Japan.

Teruuchi, the favourite of Hong Kong, has in this exhibition not so many pictures as usual, but what there are, are almost perfect.

Pukuta's pictures were shown first last year and found a ready market. They are all framed in beautiful gold mounts and the prices have this year been very much reduced.

The well-known artist, "Kondo," has sent some very fine oil paintings mounted in black lacquered frames. No. 6 "Alps of Japan," has remarkable light effects and shows him to be a master of the brush.

In "old colour prints" and reprints, there are very fine pictures ranging from \$1.00 upwards, the dearest being \$8.00 only, some of them nicely mounted on gold with black frames.

The exhibition will be opened for ten days only, from 9 a.m. to 5 p.m. and all lovers of Art are recommended to pay a visit to Messrs. Komor & Komor's Art Rooms in Chater-road, and do so as soon as possible before the best pictures have been taken away.

"BEAU GESTE"

SCREEN VERSION OF FAMOUS STORY

AT THE WORLD.

Vivid and beautiful, a picture that can be seen twice and enjoyed equally each time. Such may be said of the film portrayal of Percival C. Wren's stupendous story "Beau Geste," which is being screened at the World Theatre at special performances till Saturday.

Those who have read the book will find many alterations so as to avoid the picture being too lengthy. As it is, the reel is 10,000 ft. long. The performances begin at 2.30, 5.00, 7.15, and 9.30.

felt.

THRILLING RACE

SPLENDID CLIMAX TO "IN OLD KENTUCKY"

James Murray, a new film "find" will be seen in a splendid new picture "In Old Kentucky," the feature attraction at the Star Theatre from to-day till Saturday. The picture has the reputation of being one of the most thrilling race horse melodramas ever filmed and has a capital climax which has been staged with great effect. Helene Costello is the charming heroine and is supported by a large cast which includes Wesley Barry, Nick Cogley and many others. Most of the action takes place in the Southern States of America where two lovable old negro characters are responsible for the many laughs which the picture contains.

NEW YORK'S LATEST

AN AEROPLANE PUBLICITY HORROR

New York, Sept. 22. A new terror was added to life in New York to-day when two huge monoplane cruised over the city, circling very low, and by means of powerful amplifiers, shouted into the ears of the people below a description of the advantages of buying a particular brand of cigarettes.

From the first machine came the blast of a herald's brass trumpet, and from the second the raucous voice of a professional announcer and salesman. While the planes circled over the Wall Street district the sound of the brand in the streets and of the overhead railways was almost obliterated.



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SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN THE "MAIL"

To-day—Queen's Theatre; "The Student Prince."

To-day—World Theatre; "Beau Geste."

To-day—Star Theatre; "The In Old Kentucky."

To-day—St. Peter's Church Young Men's Club dance at Lane Crawford's restaurant, 8 p.m.

October 27—Theatre Royal; Piano Recital by Moissalwibach at 9.15 p.m.

Oct. 28—29—Queen's Theatre; "Senorita."

Oct. 29—29—World Theatre; "Love's Greatest Mistake."

Oct. 29—29—Star Theatre; "Special Delivery."

Oct. 30—31—Queen's Theatre; "The Thirteenth Hour."

Oct. 30—31—World Theatre; "The Cat and the Canary."

Oct. 30—31—Star Theatre; "The Fall of Babylon."

Nov. 1—3—Queen's Theatre; "Knock Out Reilly."

Nov. 1—3—World Theatre; "We're in the Navy Now."

Nov. 1—3—Star Theatre; "Honour Bound."

November 2—Dance in City Hall in aid of H.K.W.G. and M.C.L. (Police branch), 9.15 p.m.

Land Sales

October 28—At P.W.D. Offices, two lots of Crown Land at Shamshui and Matakok, 3 p.m.

Meetings

October 26—Half yearly general meeting of members of Hong Kong Jockey Club, in Jockey Club Room, Hong Kong Club Annex, 5.15 p.m.

October 31—Twenty-fourth annual general meeting of members of the Royal Hong Kong Yacht Club, Club House, North Point, 6.45 p.m.

Sports

October 27—First championship race for Racing Yachts.

October 27—Scouts annual swimming competition, V.R.C. bath, 3.30 p.m.

October 31—Tenth bi-annual race for ships' lifeboats (Royal H.K.Y.C. Trevelva Trophy), 4 p.m.

November 3—First tournament of the Hong Kong Boxing Association at the City Hall, 9.15 p.m.

November 6—Snooker (Billiards) Championship, Palace Hotel, Kowloon.

November 10—Royal Hong Kong Yacht Club opening cruise.

November 10—Seventh extra race meeting of the Hong Kong Jockey Club, Happy Valley.

Miscellaneous

To-day—Weekly public lectures of the Theosophical Society, 6 p.m.

To-day—First Debate of the Season (European Y.M.C.A.) 9 p.m.

October 26—Investiture at Government House, 9.15 p.m.

November 3—St. Peter's Y. M. Club holds Garden Fete.

November 8—Inaugural ceremony of the Macao Charity and Commercial Fair, at Macao, 9 p.m.

November 7—Sale of Work by Wanchai Wesleyan Church. In aid of new Sailors & Soldiers' Home, at Helena May Institute, 8 p.m.

November 17—H.K.W.G. & M.C.L.'s "Fun O' the Fair" at Lee Gardens.

The employees of cigarette and exchange shops (S. Nantao (Shanghai), numbering 700, who went on strike at 7 p.m. last Saturday, to enforce a demand for an increase of wages and better treatment, resumed work two days later, subsequently upon a promise made by the Social Bureau of the Greater Municipality of Shanghai to mediate in the dispute.

The King and Queen of Siam are visiting Hae Hin and they have been filmed when out on the golf links.

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAVA

Mrs. C. A. Fraser, widow of Mr. C. A. Fraser, who was a well-known resident of Hankow for a number of years, has arrived at Hankow for a stay of a few months.

Mr. Gordon Lum, captain of the team representing China in the Davis Cup tennis matches, and Mr. Paul Kong, a member of the team, returned from the States, last week, by the s.s. "President Polk."

Li Han-san, manager and director of the Shanghai Nanking and Shanghai-Jiangchow and Shanghai-Manchow-Ningpo Railways, has tendered his resignation to the Ministry of Communications, on account of ill-health.

The Armistice Day dinner of the Kuala Lumpur Branch of the Ex-Services Association of Malaya will be held in the M.S.V.R. Drill Hall on Saturday, Nov. 10. A dance, in aid of Poppy Day funds, will be held afterwards at the Selangor Club.

The marriage will take place on the 31st instant, at St. Mark's Church, Seremban, of Mr. Cyril Osmond Williams, of the F.M.S. Customs, Seremban, and Miss Elizabeth Marie (Betty), the daughter of Mr. and Mrs. W. P. de Bagnott of Klang. A reception will be held later at the Sungai Ujong Club, Seremban.

An interesting ceremony took place in St. Andrew's Church, Kuala Lumpur, recently, when the Rev. D. Fergus Ferguson, M.A., was inducted as minister of the Church. The Rev. W. Murray, M.A., of Singapore, was Moderator and was ably assisted by the Rev. R. S. Stewart of Penang and the Rev. G. M. Nicol of Ipoh. At the conclusion of the induction service a short welcome meeting was held in the Church Hall, where Mr. and Mrs. Ferguson were warmly greeted. The Rev. W. Murray spoke on behalf of the Malaya Committee and Singapore, and Dr. G. C. McGregor and Mr. G. Grant on behalf of the congregations in Selangor, and Mr. Ferguson made a suitable response.



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OL' MAN RIVER ...

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4856 A ROOM WITH A VIEW ... Layton and Johnstone
DANCE LITTLE LADY ...

4833 A ROOM WITH A VIEW ... Fox-Trot
LEARN TO LOVE ...

4834 DANCE LITTLE LADY ...
I'M MAD ABOUT YOU ...

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THE EASMA

ANNUAL REPORT FOR
LAST YEAR

LOSS ON WORKING

The report of the Committee of the Ex-Active Service Men's Association for presentation to the seventh annual meeting to be held on Wednesday of next week has just been circulated to members. The report states:—

The total membership now stands at 288. During the year 42 new members joined the Association and 7 resignations were received. In addition, departures from the Colony of other members have reduced our numbers considerably.

Your Committee sincerely regret to report the deaths of Dr. W. W. Pearce, a former Vice-President, and Mr. R. Batson, who for a period acted as Secretary.

During the year Messrs. J. Bottomley, C. H. Eldridge and E. D. Tobin resigned from the Committee, the former on leaving the Colony on Home leave and the two latter owing to pressure of business. The Committee take this opportunity of expressing their appreciation of the valuable services rendered by these gentlemen during their respective terms of office.

Messrs. T. T. Laurensen and S. C. Feltham were co-opted to fill two of the vacancies in accordance with Rule 5.

Your Committee regret to record the resignation of our President, Lt. Col. F. Hayley Bell, D.S.O., on account of his departure from the Colony early in October. A farewell supper in his honour was held on the Club premises on Sept. 22, which proved to be a most successful and enjoyable function. On behalf of the Association, Mr. H. J. Pearce thanked him for his interest in, and valuable services to the Association.

Staff

The services of Messrs. Percy Smith, Seth and Fleming were secured in April of this year as Treasurers in order to secure more economical and efficient working of the Club's finances.

Your Committee regret to record the death in July of this year of the No. 2 Bar Boy who had served the Club faithfully since its inception. The members subscribed a sum of \$255.00 for the benefit of his dependants.

Finance

Your Committee have to report a loss of \$958.84 on the year's working as against a loss last year of \$1,647.59.

Sales in the Bar decreased from \$25,323.75 to \$16,896.71, a difference of \$8,427.04. In order to compare the Profit in the Bar with the previous year, it is necessary to add the monthly subscriptions, which had hitherto been included in the Bar Trading Account, to the figure shown as Profit on Bar, giving the sum of \$5,190.86 as against \$5,834.08 in 1927, a difference of only \$793.18, which the Committee consider satisfactory in view of the large decrease in sales mentioned above.

Interest on the Chater War Fund has increased by \$37.10. Commission on Sweepstakes has benefited the Club to the extent of \$1,874.74 which is an increase of \$1,190.65 on the same item in last year's Balance Sheet. It will be seen that considerable economies have been effected in respect of Rent, Wages and Salaries.

Cash Sweeps

The Association organised three Cash Sweeps during the year, viz., Doncaster St. Leger 1927, Hong Kong Derby 1928 and Epsom Derby 1928, resulting in a good profit for the benefit of the Club.

Armistice Day 1927

The Association held their annual dinner on Nov. 11 which was a successful and enjoyable function. The attendance registered a new record. Lt. Col. F. Hayley Bell, D.S.O., presided and His Excellency the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.) honoured us by his presence. Other distinguished members of the

Government and Services were present. At the Cenotaph ceremony the Association was again well represented.

Your Committee desire to bring to the notice of members and other ex-active service men that the forthcoming Armistice Day will be the tenth anniversary and it is hoped that all will make a special effort to be present at the Cathedral, the Cenotaph and the dinner.

The thanks of the Association are due to Lt. Col. Bird, D.S.O., for the use of the Volunteer Headquarters for the dinner.

The Late Earl Haig. On the occasion of the Memorial Service to the late Earl Haig, a large number of members attended at the Cathedral, prior to which a wreath was placed upon the Cenotaph.

A message of sympathy to Lady Haig was sent from the Association.

The Association was represented at home by Mr. R. K. Hepburn, who laid wreaths on the London Cenotaph on behalf of the British Legion and Ex-Active Service Men's Association of Hong Kong.

Chinese War Memorial

On Sunday, May 6 the official unveiling of the Pailau, erected in the Botanical Gardens, in memory of the Chinese who lost their lives in the Great War, took place. The Association was represented at the ceremony.

Sports and Entertainments. The Association engaged in a number of Billiards matches which were greatly enjoyed by the members present.

A farewell supper and concert was held at the Club House in honour of Col. C. Russell Brown last February.

Bathing Beach and Picnics

It is regretted that all efforts to secure the Easma Bathing Beach at Stonecutters have, up to the present, proved unsuccessful. In this connection thanks are due to your former President, Lt. Col. Hayley Bell, for his untiring efforts to secure for us this beach. It is hoped the Military authorities will see their way clear to granting the use of it to the Association next year.

Launch Picnics were again organised, but owing to lack of support these had to be abandoned.

Library

Two new bookcases have been obtained and a fair number of books given by various members of the Association.

Billiards

The re-arrangement of the lighting over the Billiard Table was most effectively carried out by Sgt. Bruno, K.O.S.B., to whom the best thanks of the Association are tendered.

Relief

Certain necessitous cases were afforded relief during the year under review.

Appreciation

The thanks of the Association are again tendered the Honorary Solicitors, Messrs. Deacons, for their generous assistance during the past year and also to Messrs. Linstead and Davis, our Honorary Auditors.

The 239th anniversary of the relief of the city after the siege was celebrated at Londonderry by 15,000 members of the Order of Apprentice Boys, 10,000 of whom went from Belfast and other centres of Northern Ireland in nine special trains.

James P. Webb, of Newcastle-on-Tyne, and Edward Webb, of Glanevin, near Dublin, were remanded on \$7,000 bail at Dublin, charged with conspiring to obtain cattle worth \$7,101 from Stephen Foley, of Skreen, County Sligo.

COUNT THE "MAILS."

See Page 3.

THE HOUSE OF TUCK

ARTISTIC NEW DESIGNS IN
CHRISTMAS NOVELTIES
"WORLD'S ART SERVICE"

A copy of the "World's Art Service," issued by Messrs. Raphael Tuck and Son, Ltd., has reached the "China Mail." It causes one to realise that Christmas is just two months away, and awakens delightful memories of past Yuletides, which had been made specially happy in the exchange of Christmas Cards, in the production of which premier place has always been held by this world renowned firm. In fact, Raphael House has always set the world fashion in such things, and year by year its Christmas Cards—always original in design—have become more artistic and beautiful, until one wonders if they could be improved upon.

The answer is to be found in the "World's Art Service" from which it is readily seen that Tuck's have achieved the seemingly impossible, and actually once more excelled themselves. Wonderful is the only word to describe the fine art collection which have been turned out this year by this resourceful firm for the coming Christmas and New Year trade.

New Card Series

This year numerous new card series have been added to Tuck's collection which now probably embraces many thousands of designs. Chief interest this year will doubtless centre in "Milady's Handkerchief," a dainty greeting card which encloses a silk handkerchief of appropriate shade. This handkerchief, if sent out alone, might seem an insignificant gift, but put up in this artistic, attractive and unexpected form, it must, without doubt, become a very acceptable present to the fair ones. The "Character Greeting" cards, too, are uncommon, the initial letters of the greeting being supplied by the forms of grotesque people, and the picture subjects are in a suitably light strain. Other of this year's new features are new designs in pot pourri—the Garden series and the Golden series—in which the perfume contents are appropriately combined with garden vases and objets d'art; the Opalesque device which allows opalescent material to be let into the designs with charming mother-of-pearl like effects; and Greyhound racing series.

Some comment must be made on calendar novelties by Tuck's, though the great range defies adequate description as a whole. There are Daily Block, Novelty, Pocket, Daily Engagement and Leather Calendars, in a great variety of beautiful designs, shapes and sizes.

"Silver Mirror" Calendar

Of the excellent collection prepared for 1929, special mention must be made of the bright, dainty, alluring little "Silver Mirror" Calendars which are easily the year's foremost novelties. The charm of these exquisite little calendars consists in their pleasingly subdued brightness, the subjects (comprising silverised repousse designs in high relief, miniatures and cameos) being mounted on a mirror, the settings, frames and date pads having the effect of oxydised silver. Silk cords and tassels in delicate colours complete the harmonious effect.

Such a calendar cannot but be a thing of beauty wherever it is placed, but it would be specially acceptable in a lady's boudoir where it is sure to hang during the year as a constant daily reminder of friendship. The delightful subjects found on these dainty calendars are: "The Spirit of Joy," "Les Adieux," "Innocence," "David Copperfield Comes to London," "The Music Lesson," "A Court Lady," "Centaur" and "A Bacchante."

Money-lenders' announcements are not accepted for insertion in the programmes of the Comedy, Court, Criterion, New Playhouse, and Savoy theatres, London.

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A WEEK'S PAPERS IN ONE

"OVERLAND CHINA MAIL"
ILLUSTRATED.

CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

The week has been an exceptionally busy one both in "local" and "China" news. It is only to be expected, therefore, that the latest number of the "Overland China Mail" is a bumper issue, full of good reading matter for anybody interested in China generally, and Hong Kong particularly.

Furthermore, the "Overland" is the only illustrated weekly budget of news printed in this Colony.

Business men all over the world will naturally take note of the suggested schemes of re-construction in China, in which financiers of other nations may take part. Particulars and comment will be found in handy form in the "Overland."

Concise but none the less descriptive are the reports relating to the China and Japan "conversations" which, it is hoped, will pave the way towards removal of understanding between the two most important countries in the Orient.

Then there is a possibility of a new war in the North—also fully dealt with, as is the topic of Sino-Foreign co-operation.

In the Colony itself, judgments concerning the shipping and mercantile communities have been delivered, a multitude of sports engagements have been held, the Criminal Sessions have provided remarkable trials, and the season of "returning from Home leave" has set in.

If you want to tell your friends about occurrences out here, send them the "Overland." It will be highly appreciated.

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BRAND.

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SPEEDWAY UNDER CONSTRUCTION.—Before long, a fine and spacious speedway will be completed on Avenue Edward VII, Shanghai, for motor-car traffic. Picture shows a part of the road, with the speedway under construction. (The Chailin).

Sport Columns

CAMBRIDGESHIRE

KING'S HORSE IS MADE FAVOURITE

WEIGHTS PUBLISHED

Following are Frank Haytor's prices on the Cambridgeshire, to be run at Newmarket on October 31. H. Beasley will ride St. Jerome. By courtesy of the local Turf Commissioner we publish the weights as below:—

18-1	Abbot's Spd.	9-0
15-1	Fohannan	8-10
25-1	Buland	7-12
25-1	Knight of Grail	8-2
33-1	Lone Night	7-1
10-1	Pondicherry	6-13
10-1	Gang Warly	7-4
12-1	Sunny Trace	7-9
100-6	Vanoc	7-10
20-1	Insight II	8-9
25-1	Sea Craig	7-9
18-1	Syntony	6-11
15-1	Dellus	8-5
100-8	Orbindes	8-0
100-6	Accalmie	7-12
9-1	St. Jerome	7-9
33-1	Fancy Free	7-3
100-6	Polly Flinders	7-9
10-1	Palais Royal II	7-13
100-6	Grotesque	6-10
33-1	Silverstead	8-3
15-1	Yeomanstown	7-4
25-1	Parviz	7-12

SOCCER

YESTERDAY'S LEAGUE RESULTS

THREE SENT OFF

In the Mid-Week League competition yesterday H.K. Police defeated Lam Long Wan 1-0, South

OLYMPIC "FACES."



China beat Chinese Athletic 3-1, and Ewe lost to Hung Kui 0-2. Two Athletic men were ordered off.

One of the two players was also sent off for dangerous play.

Police Interpol
It is proposed that a football team representing the Hong Kong Police shall journey to Shanghai in February next to play an inter-police match with the Shanghai Police.

A practice match in connection with the above will be played on the ground of the Hong Kong Football Club on Sunday next, a Police team (with the addition of Stewart, of the H.K.F.C. and Hooper, of the Queen's Regt.) contesting a friendly with the Chinese Athletic.

The kick-off is timed for 4.30 p.m.

KOWLOON II v. UNIVERSITY
The following will represent the Kowloon 2nd XI v. University on the Kowloon Football Club Ground, on Saturday, kick off at 3 p.m.:—Angus, Nicholls, Haast, Robson, Easterbrook, Blacklock, Hannan, Davis, Moss, Waddington, Eastman. Reserves—White, Seddon.

WINS AGAIN

C. T. COOKE AS HARBOUR SWIMMER

3 SUCCESSIVE WINS

C. J. Cooke, the veteran swimmer yesterday afternoon won the open harbour race of the Victoria Recreation Club for the third year in succession. The win, over a "field" of 27 competitors was no mean performance considering the youth, ability and fine performances in the past of some of the entrants. Twenty-eight out of 32 entries started, the competitors taking to the water at 5.25 p.m., from the railway pier at Kowloon, Cooke being amongst those who were on the extreme left. It was a good start and for the first fifty yards or so the swimmers were so bunched together that it was difficult to "spot" the favourites.

After about 200 yards had been covered, L. Roza Pereira went out in front closely followed by Cooke and E. da Roza. They struck out in an easterly direction with the rest following a little distance behind. Soon afterwards it was observed that a little batch of swimmers in the centre were adopting an almost straight course. This batch was led by L. Cpl. Finlayson, who was followed by Pte. Faulkner and Tan Chan-hing.

A Straight Course

Behind these three, about 50 yards to the rear, were Gittins and Leung Sui-man, swimming side by side, Yeung Yuen-wah, who was now adopting the breast stroke, being immediately behind. On the extreme right, W. Kerr and Foraita swam strongly together. At practically the centre of the Harbour Cooke's and Finlayson's batches were almost level with the former appearing to be at a disadvantage through swimming too far out of the course. The two soldiers continued to swim a straight course and looked like getting in well ahead of the others.

Excitement ran high when after covering another 200 yards on this side of the course, Cooke who had shaken Roza Pereira off was seen to be forging ahead with a powerful crawl. Roza Pereira although unable to keep up with Cooke, was also swimming strongly, and threatened the soldiers' position. The current told strongly in favour of Cooke and Roza Pereira, whilst Faulkner and Finlayson were drifting and unable to make much headway. Finally they had to strike out towards the Naval Yard to avoid the current, and this resulted in their losing a lot of time. Chan Chan-hing continued to swim a straight course in spite of the current and was passed by Cooke and Roza Pereira, but he managed to keep in front of the soldiers and finish in third position.

A Strong Spurt

Cooke finished the race with a strong spurt, touching the seawall fully thirty yards in front of Roza Pereira. Behind Chan came John Fant who up to the half way mark had not been prominent in the race and must have put up a strong spurt to secure fourth place. Finlayson had to be content with fifth place only, whilst Faulkner was displaced by three other swimmers. The first fifteen competitors to complete the course yesterday were as follows:—

	Min.	Secs.
1. C. J. Cooke	23	35 3/5
2. L. Roza Pereira	24	22 2/5
3. Chan Chan-hing	25	12 2/5
4. John Fant	26	42

(Continued on Next Column.)

COUNT THE "MAILS."

See Page 3.

TENNIS AT U.S.R.C.

INTERESTING MATCHES ON SATURDAY

STRONG OPPOSITION

The U.S.R.C. are very keen on fostering tennis in the Colony and Major Lucas, the tennis Secretary, has asked Mr. Sewell to take over a team to their Club on Saturday at 2.30. The team is as follows:—M. K. and M. W. Lo (Chinese Recreation Club), S. A. Rumjahn (Craigengower Cricket Club) & H. D. Rumjahn (Indian Recreation Club), J. A. Redmond (Hong Kong University) and G. W. Sewell (Hong Kong Cricket Club). The brothers Lo were unbeaten in League tennis during the past season and the two Rumjahns are the Doubles champions of the Colony. Redmond has played interport tennis. The U.S.R.C. team will be Dr. Tottenham and Major Lucas; J. S. McEachran and Rev. Alexander; Wing Commander Hunter and Lt. Hale. Both teams are fairly strong and some good tennis should be seen.

Dr. Tottenham and Major Lucas have played in first class tennis at Home whilst McEachran are both up to county standard. Wing Cr. Hunter was runner up in the Air Force Championship and Lt. Hale made a brave showing in the Naval Championship. Stands will be provided, and the U.S.R.C. extend a hearty invitation to all interested in tennis.

SCOUT AQUATICS

AT V.R.C. BATH ON SATURDAY

The Boy Scouts' annual swimming competition will be held in the V.R.C. Bath on Saturday next at 3.30 p.m.

5. L. C. Finlayson	27	01 1/5
6. S. V. Gittins	27	36
7. Leung Sui-man	29	31
8. Yeung Yuen wah.		
9. Pte. Faulkner.		
10. E. da Roza.		
11. H. M. Remedios.		
12. W. F. Kerr.		
13. S. H. Soejima.		
14. Private Jordan.		
15. Lau Ming-on.		

Only seven swimmers completed the distance under the half hour. The honour of winning the event three times in succession is shared by Cooke with J. C. Finch and J. R. Johnstone, but Cooke has more wins to his credit than anyone else. His first success was in 1909, and he then made a "come back" in 1924, after a long lay off. He was again successful in 1926, 1927 and this year, making an enviable record of five wins. The record for the event (23 mins. 25 secs.) was made by J. C. Finch in 1913—his first win. Cooke's least time (23 mins. 47 3/5 secs.) was registered last year.

Following is the list of previous winners of the harbour race since 1907:—

	Min.	Secs.
1906 Gr. Brotherton	27	42 4/5
1907 A. E. Thomas		
H.M.S. "Tamar"	28	50 4/5
1908 H.M.S. "Tamar"	26	59 4/5
1909 C. J. Cooke	29	26 2/5
1910 T. Logan	26	58 2/5
1911 T. Logan	33	16 2/5
1912 Br. Nutty, R.G.A.	34	82 5/5
1913 J. C. Finch	22	26
1916 J. C. Finch	23	24
1917 J. C. Finch	25	36
1918 A. Logan	29	18
1919 J. R. Johnstone	27	
1920 J. R. Johnstone	23	58 1/5
1921 J. R. Johnstone	26	53
1922 D. Lyon	26	47 2/5
1923 D. Lyon	27	49
1924 C. J. Cooke	26	11 4/5
1925 A. May	28	14 5/5
1926 C. J. Cooke	26	10 1/5
1927 C. J. Cooke	23	17 8/5
1928 C. J. Cooke	23	35 3/5

The prize distribution in connection with the Harbour races and the V.R.C. annual sports will be held at a later date, this being necessitated by the fact that many of the prize winners were not in the club premises last evening. The date will be announced in the local papers.

SHARE MARKET.

Stock	Hong Kong Stock Exchange
T.T. on London	2/- 1/2
T.T. on Shanghai	78
Banks	
Hongkong Bank	\$1885
Chartered Bank	\$141
Mercantile A. & B.	\$214
do.	\$234
P. & O. Bank	\$214
Bank of East Asia	\$214
Insurance	
Canton Insurance	\$685 b 675
Union Insurance	\$382
North China Insurance	\$160
Yangtze Insurance	\$1850
China Underwriters	\$255 b 24
China Fire Insurance	\$275
H.K. Fire Insurance	\$300
Shipping	
Douglas	\$384
H.K. Steamboats	\$264
H.K. Tugs & Lighters	\$180
Indo-China (Ref.)	\$404 b 42
do.	\$724
Shell Transports	\$118
Water-works	\$23
Mining	
Benguet	\$24
Kailash Mining Ad.	\$71
Langkats (Combined)	\$188
do. (Single)	\$754
Shanghai Explosions	\$280
Shanghai Loans	\$3
Ranb	\$44
Trenoh Mines	\$176
Docks, Wharves, Godowns, etc.	
H.K. & S. Hotels	\$138 1/2
H.K. & W. Docks	\$87
China Providents	\$54
Hongkong	\$166
New Engineering	\$54
Shanghai Docks	\$106
Cotton Mills	
Evo Cottons	\$11.10
Central Cottons	\$24
Shai Cottons (Old)	\$75 3/4
do. (new)	\$72 1/4
Lands, Hotels & Bldgs.	
H.K. & S. Hotels	\$9 b 9.15
Hongkong Lands	\$97
Shanghai Lands	\$188
Hongkong Estates	\$15.70
Hongkong Realities	\$9.15
H.K. Territorials	
Prince's Buildings	
Public Utilities	
H.K. Tramways	\$22 b 22.30
Peak Tram (old)	\$13
do. (new)	\$49.30
Star Ferry	\$67 1/2
China Lights (comb.)	
do. (old)	\$13.40
do. (new)	\$13.30
do. 1928 issue	\$13.20
H.K. Electric	\$52 1/2
Electric (new)	\$51 1/2
Macao Electric	\$26 1/2
H.K. Telephone	\$74 b C R
Chin. Buses	\$11
Singapore Traction	\$18 1/2
do. Prof.	\$18 1/2
Industrial	
Taina Sugars	\$1
Mnabon Sugars	\$20
Canton Ice	\$34
Cement (comb.)	\$9.80
do. (old)	\$9.30
do. (new)	\$14
H.K. Ropes (old)	\$7.60
do. (new)	\$7.55
United Asbestos	\$5
Stores	
Dairy Farms	\$22.40 b & s
Watsons	\$144
Jer A. Wigs	\$10
San. Cravens	\$3.05
Blackintous	\$20
Sincerus	\$9 1/2
Wm. Powells	\$3.60
Miscellaneous	
H.K. Amusements	\$28
H.K. Constructions	\$13 1/2
B. Ind. G. Bonds	65 1/2
H. K. Govt. Loans	8% Prem. b

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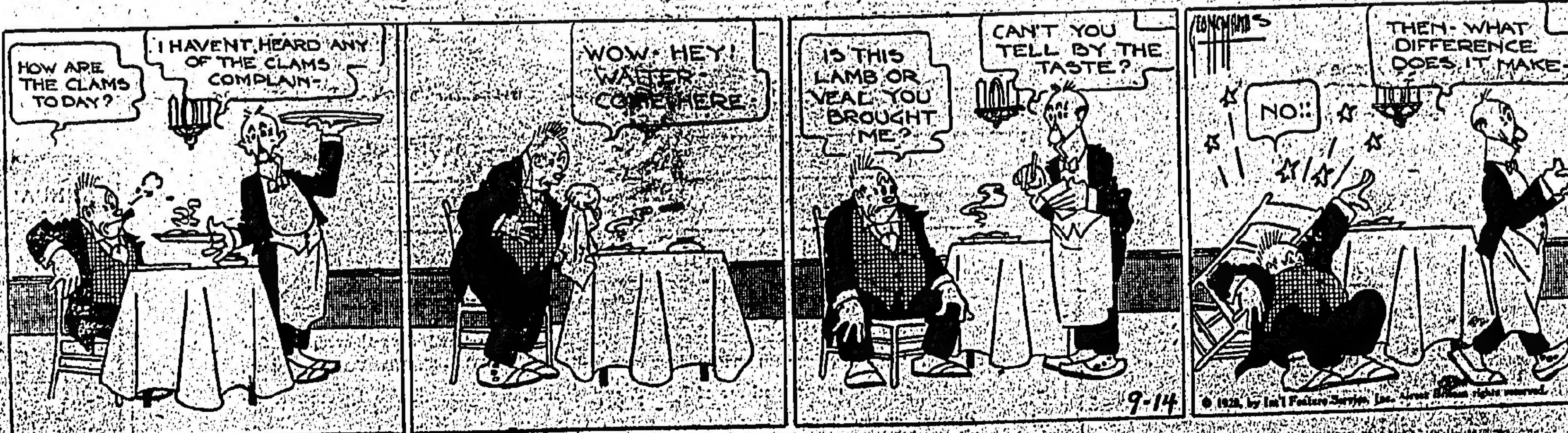
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BRINGING UP FATHER.



WORLD NEWS IN PICTURES.

The Next First Ladies?



Mrs. Alfred E. Smith (right) and Mrs. Joseph T. Robinson, wives of the Democratic standard-bearers, were among 2,500 women who attended party reception at a New York hotel. The meeting was called by Mrs. Franklin D. Roosevelt, vice-chairman of the national committee in charge of women's activities.

"Greater Love Hath No Man"



"Don't worry, Fred," Will Rogers, the famous humorist (inset), wired, upon learning that Fred Stone, famous comedian (shown above with his talented daughter (Dorothy), who was injured in an airplane crash, was deeply concerned over his failure to open with a new show, "I'll go on and help Dorothy until you're able to dance again." The cowboy stage favourite thereupon cancelled engagements which would have netted him \$4500,000 so that he might help his friend.

Leap Continent in 19 Hours.



Colonel Arthur Goebel, the Dole flyer (top), and Harry Tucker, his backer, disembarking from their Lockheed Vega monoplane after flashing across the American continent from Los Angeles to Curtiss Field in the record time of 19 hours and 58 minutes. The map shows the course of their flight.

Ready for the Antarctic Perils



Bernt Balchen (left), who flew the Atlantic with Commander Richard E. Byrd; Scotty Allen, famous dog sled driver, and Harold I. June, U.S. Navy pilot, who will bear brunt of maintaining communications once the Byrd Antarctic Expedition reaches the South Pole ice cap. June was loaned to the party by the Navy Department to take the place left vacant by the death of Floyd Bennett.

The Longest Range Voice Wins



—Another speaking pose of Smith.

Hoover and his voice take the floor.

Introducing the people who did the listening as Governor Al Smith and the Herbert Hoover campaign for the highest honour in America. The candidate that conquers them will move into White House (shown above).

Scene Above Underground Tragedy.

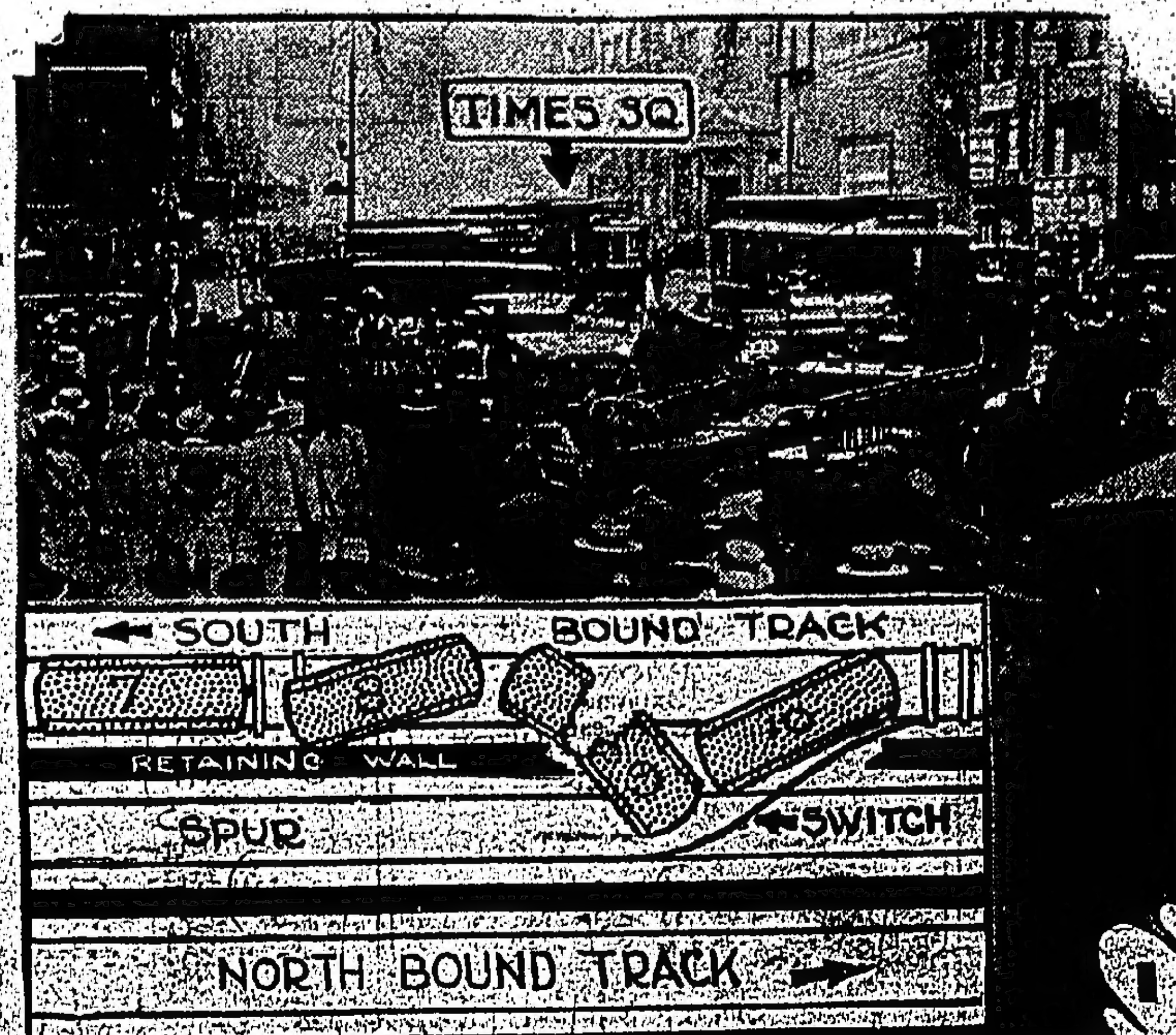


Photo shows fire apparatus and rescue squads at Thirty-ninth Street and Seventh Avenue a few minutes after nineteen men, women and children were killed and 160 injured in New York City's worst subway disaster. Map shows how steel car of R. 71 express train was shorn in two by concrete retaining wall as it jumped the track at 57th Street.

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FOR THE

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FOR

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PARTICULARS OF AGENCIES' LIST.

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LOCAL WHO'S WHO.

SECTION VI.

RESIDENTS' LIST.

SECTION VII.

LADIES' LIST FOR HONG KONG.

SECTION VIII.

LADIES' LIST FOR KOWLOON.

SECTION IX.

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THE MOTORISTS' PAGE

ANNOUNCEMENT.

WE beg to announce that we, the undersigned, have been appointed Sole Agents for Hong Kong and South China for GILLET D'HERSTAL, MOTOR CYCLES, BELGIUM.

THE FRENCH MOTOR CYCLE CO.,
46, Nathan Road,
Kowloon.

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THE FRENCH MOTOR CYCLE CO.,
46, Nathan Road,
Kowloon.

OUTPUT SWAMPED

CHRYSLER UNABLE TO MEET DEMAND

UNPRECEDENTED RECEPTION

Demand for the new Chrysler models is swamping the plants, which are unable to maintain the pace set by retail orders. As of September 1, the Chrysler Sales Corp. had received orders for 53,417 Chrysler and Plymouth cars for delivery during the current month. According to J. W. Fraser, Chrysler and Plymouth Sales manager, this is the largest single month's orders ever received by Chrysler.

Since the introduction of the Plymouth and the new Chrysler models, the "75" and "65" there had been an unprecedented demand for the cars. In response to it, the Chrysler Corp. had increased production facilities to the highest point yet attained.

"The success of the new cars has been so tremendous that every Chrysler and Plymouth distributor and dealer continues to-day to be behind on orders," says Fraser. "Many of our distributors have offered to take solid trainloads of cars. One came all the way to Detroit especially to request an entire day's output to permit him to fill his orders."

"We have been unable to do anything like this. The necessity for getting as many cars to every one at the earliest possible moment meant splitting up each day's output into daily shipments to every possible distributing point in our utmost effort to keep every sales outlet on an equitable basis, and to keep cars moving everywhere as rapidly as we could."

Chrysler has consistently been upholding its previous greatest records for production and shipments. September outputs, while it cannot equal the orders received, Fraser reports, will be the largest month the Company has ever known. Its last previously announced high mark for a single day of 1,321 cars was surpassed a few days later by one of 1,354, to be exceeded later the same week by another of 1,370.

SPEED REIGNS

TREND OF 1929 MOTOR DESIGNING

NEW BUMPER LINES

The most noticeable characteristic of the 1929 automobiles coming on the market is speed. Vehicle lines have been designed so distinctly that each new model takes its individual place in the throng of cars on the highway everywhere. From the lowest-priced design to the one built to order to suit some particular fancy, grace of movement and ease of operation form the motives around which everything has been built. By careful treatment of lines and surfaces the dimensions have apparently been changed for the better.

For example, there has been a general heightening of radiator and hood lines a further rounding of tops and use of more sweeping fenders, all of which tend to make the body look longer and narrower than is actually the case. This same effect is intensified by the continued use of longer and shallower windows and the through mouldings on panels which accentuate the longitudinal dimension.

As some of the new models come into view on the highway, the frontal appearance recalls several of the English and French designs. At first glance the Chandler sedan could very easily be mistaken for the English four-door inclosed model of the Lanchester. The lines are aristocratic and luxurious.

Bodies seem much longer. On many of the American bodies the tendency toward narrow radiators, noted last year, has been carried through still further, while headlamps have been re-designed and located so as to make the bodies seem much longer than were they mounted closer to the radiator as in other years. Even the bumpers have been set as far away from the rear as possible to carry through the idea of immense power and speed.

Starting at the radiator and working back to the bumpers each new model presents some interesting innovations in design. In the new Chandler, Peerless and Marmon models, among others, the bumpers are no longer straight bars built solely for practical use, but have been designed with curves and lines which blend into the body of the car thus keeping the eye interested until the entire vehicle has been viewed.

Headlamps seem somewhat larger than formerly and often are joined by a tie rod which carries an emblem typical of the model. Studebaker, Marmon, Chrysler, Nash, Buick, Cadillac and La Salle adopt this method of impressing their individuality upon the motorist. Buick very noticeably mounts each lamp on individual stanchions while the Marmon carries two emblems, one on each end of the tie rod.

Chromium Plating Throughout. Chromium plating has been used in practically all the new models now in production for 1929. All external hardware, including radiator shells, headlights, bumpers, cowls, door handles and trimmings throughout the car are chromium plated. Each additional specification reads much the same in this respect.

The new Chrysler is designed so as practically to eliminate the radiator shell. This idea is unique with these cars as is also the Buick eliminator of the radiator rattle, placing it low on the radiator core.

In the new Marmon an interesting hood louvre design has been adopted, in which the louvres are horizontal and extended nearly the full length of the hood. Another Marmon innovation, already found on several other makes is the use of chromium-plated, piano type hinges along the top of the hood in place of the conventional former used.

Fenders on all the designs have been considerably changed. The most obvious alteration is in their longitudinal contour. They appear to hug the wheels much more closely at the front and rear ends than before, and to extend closer to the ground. On the inside, they have been lifted from the wheels and given a much longer sweep. This has meant the shortening of running boards most considerably.

Fenders Show Changes. The Chrysler fender is designed somewhat away from the common practice, having ends which appear to be square instead of the conventional rounded shape. Custom has heretofore employed Marmon fenders have a design pressed into their ends. Chandler front fenders have the emblem of the maker stamped on

POWER and SPEED
with SILENCE,
SAFETY and ECONOMY.

THAT'S
B. S. A.
MOTOR CYCLES

THE MOST RELIABLE OF ALL MACHINES.

COME & SEE THE MODELS IN STOCK.

THE SINCERE CO., LTD.
SOLE AGENTS.

SUCCESS FOLLOWS SUCCESS!
MONET-GOYON CHAMPION OF FRANCE (Tourist)
1928

FRENCH CUP.

Machines up to 250 c.c.
1st HOMMAIRE, on Monet-Goyon.

CHAMPIONSHIP OF FRANCE.

Won four years in succession,
1924, 1925, 1926 and 1927
on Monet-Goyon Machines.

The Latest 1929 Models
are due per

S.S. "CITY OF MOBILE"

and
S.S. "CITY OF PERTH."

For Particulars:

THE FRENCH MOTOR CYCLE CO.
46, Nathan Road, Kowloon.

NEW DESOTO

RECEIVES PUBLIC'S
ATTENTION

RECORD CROWDS

First reports from Desoto dealers show that the new car is being well received by the public. The first two days that the cars were on display in Detroit show rooms, it was estimated that 20,000 persons saw them, and over 150 cars were sold during that time. Memphis and Indianapolis dealers reported crowds of about 4,000 apiece the first two days, and the Albany dealer said he had been keeping his show room open until 12 o'clock at night to accommodate the crowds.

Orders are coming into the factory at a healthy rate, but at this early date it is impossible to tell exactly how many cars have been sold. However, factory production schedule, which already exceeds any figure ever reached in so short a time by a new car, is being forced up to new high levels, and it is expected that it will be only a matter of time until even larger production will become a commonplace.

A great many dealers sold their August allotment of cars the first few days after the opening, and the factory has received many requests for increased September allotments. September production has not been announced as yet.

NASH BODY

IS COMMENTED
UPON

FRENCH INFLUENCE

The French influence in motor car body design introduced in the States by Nash models formed a popular subject of conversation at the big automobile shows.

The Nash body conception is being referred to as the most striking example of development in the history of the American closed car craftsmanship, and it is freely prophesied that it would exert a profound influence on the whole future of closed body design in the American industry.

As a matter of fact, this Nash design really inaugurated America's rise to the heights long held by the great body designers of Europe whose conception has always been regarded as authentic. Now, under the leadership of Nash, the U. S. may be expected to reverse old time traditions and establish itself as the world centre motor car style.

Of particular interest is the manner in which Nash body artists have treated the roofline and the rear of the body. Their graceful contours and perfect symmetry, though strongly suggestive of the French mode, are entirely original with Nash. And the town car effect at the front is also a decided Nash innovation that immediately captures the admiration of those who see the Nash for the first time.

"MORRIS MINOR"

DETAILS OF THE NEW LIGHT CAR

TWO MODELS

Details of the "Morris Minor," the latest "baby" car to appear on the market, and revised designs and specifications of other Morris models are announced.

The small Morris, which has the same wheelbase as the Baby Austin, but a track two inches wider, is listed at £125. The brown fabric saloon will sell for £135.

This infant Morris is equipped like a grown up machine. It has bumpers and long semi-elliptic springs fore and aft, automatic wind-screen wiper, driving mirror and road headlamps. The manufacturers guarantee fifty-five miles an hour and fifty miles to the gallon.

Two Models

There are only two models—the saloon and the tourer, with an eight-horse-power tax rating.

It is fitted with wire wheels, four-wheel brakes, and shock absorbers. The general design is unmistakably "Morris," and the car will seat four adults comfortably.

There are two other outstanding features of the 1929 programme of Morris Motors. The price of the "Cowley" is raised from £152 10s. to £160, and a new Morris-Oxford car of 16/40-horse-power has been produced.

Body improvements have been made to the Morris-Cowley, and bumpers fore and aft are standard equipment. The chassis has lower suspension, and the body is finished in new colours.

All models except the Morris Minor have dipping headlights.

Morris Oxford models have been reduced in price. The fabric saloon of 14/23-horse-power is listed at £255, and the new 16-40 model at £320. The "six" saloon has been reduced from £395 to £375.

COUNT THE
"MAILS"

See Page 3

BROCKWAY MOTOR TRUCKS



4 and 6 CYLINDER
FROM 1½ TONS — 7 TONS

Suitable for trucks and buses having a minimum capacity for sixteen passengers.

FIRST SHIPMENT due 4th November
Per s.s. "PRESIDENT ADAMS."



Sole Agent for Hong Kong & So. China.

THE ASIATIC AMERICAN CO.

48, Stanley Street. Tel. C. 244.

Show Room: 11, Queen's Road East. Tel. C. 575.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY—Hongkong Hotel Garage, Queen's Road. C.4759.

BUICK—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

CADILLAC—Hongkong Hotel Garage, Queen's Road. C.4759.

CHEVROLET—Hongkong Hotel Garage, Queen's Road. C.4759.

CHRYSLER—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

HANOMAG—Wai On Tseung, Ltd., 243, Des Voeux Road, C. Tel. C. 711.

MORRIS—Hongkong Hotel Garage, Queen's Road. C.4759.

OAKLAND—Lane, Crawford, Ltd.

OLDSMOBILE—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PACKARD—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PONTIAC—Lane, Crawford, Ltd.

ROLLS-ROYCE—Hongkong Hotel Garage, Queen's Road. C.4759.

SINGER—Gilman & Co., 4a, Des Voeux Road Central.

STUDEBAKER—Hongkong Hotel Garage, Queen's Road. C.4759.

VAUXHALL—Lane, Crawford, Ltd.

WHIPPET—Gilman & Co., 4a, Des Voeux Rd., C.

WILLYS-KNIGHT—Gilman & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET—Hongkong Hotel Garage, Queen's Road. C.4759.

FEDERAL TRUCKS—Kin Cheong Hong, 37, Connaught Road, C. Tel. C. 6.

G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

GUY—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.

MORRIS—Hongkong Hotel Garage, Queen's Road. C.4759.

STUDEBAKER—Hongkong Hotel Garage, Queen's Road. C.4759.

WILLYS KNIGHT TRUCKS—Gilman & Co., Ltd., Des Voeux Rd., C.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1087.

NEW HUDSON—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

RALEIGH—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

ROYAL ENFIELD—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

TYRES AND ACCESSORIES.

ACCESSORIES—Hong Kong Hotel Garage, Queen's Road. C.4759.

ACCESSORIES—The Duro Motor Co., Nathan Road, Kowloon. K.228.

AUTO-TOTAL FIRE EXTINGUISHERS—Keller, Kern & Co., Ltd., 15-19, Connaught Road, Central.

COLUMBIA BATTERIES—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

FIRESTONE TYRES—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

MILLER ACCESSORIES—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.

MILLER TYRES—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.

PRESTOLITE BATTERIES—Hongkong Hotel Garage, Queen's Road. C.4759.

"OAKLAND"
THE
SMARTEST CAR
ON THE ROAD.
L. C. LTD.

FIRST AID

HINTS FOR TOURING MOTORISTS

JUST WHAT TO DO

The automobile tourist or vacationist who starts for seashore or mountain camp is subjected to perils of a minor nature; and the best first aid measure is to carry along a small medical kit, according to Dr. William R. Redden, National Medical Officer of the American Red Cross.

Dr. Redden has prepared a list of first-aid treatments for minor sicknesses or injuries, which lay in wait for vacationists.

A medical kit containing these simple remedies, properly labelled and with instructions pasted upon bottles, will prevent many painful moments, tide over dangerous situations, perhaps until the sick or injured person can be placed under a physician's care, and will go a long way toward insuring a healthy vacation.

Poison Ivy.—First, scour parts affected with kitchen soap and water to eliminate the poison dusted surfaces. Then apply the following solution: One ounce eight per cent aluminum acetate dissolved in 17 ounces distilled water. Keep inflamed parts covered with gauze in this solution.

Chiggers and other insect bites: Soak affected parts in hot water, and then apply sulphur ointment, rubbed in thoroughly. Hornet and bee, apply hydrogen peroxide freely. Other insects: Household ammonia, applied freely.

For High Altitudes

Earsache.—One part phenol to 98 parts glycerine. Shake up and label "ear drops." Two or three drops in ear bring relief.

Headache.—Five grains of aspirin, with a soda mint tablet for each aspirin.

Toothache.—One-half ounce oil of cloves. Clean cavity with cotton, tamp in cotton dipped in oil of cloves. Where no cavity exists, swish about tooth with a burning stop, swallow paregoric, teaspoonful of paregoric; after. Use one-half teaspoonful for a child. In every case of toothache see dentist as soon as possible.

Diarrhoea, Cramps, Colic.—Due to infected food or drink. For immediate relief, a tablespoonful of castor oil. Take juice of one orange, add one-quarter teaspoonful baking soda, add oil and stir into an emulsion and taste of oils is lost. If cramps follow, take one teaspoonful paregoric for adult, one-half for child. If castor oil is not available, take two teaspoonful of epsom salts. Follow with milk diet for 24 hours, and eat no fruit or coarse vegetables for 48 hours. To avoid such illness, eat no hashed meats, especially chicken, while travelling and observe a light diet.

When Own Breath Helps

Cramps in muscles at night.—Supposed to be due to alkalosis. Rebreath your own air, because this contains carbonic acid gas, to change blood from alkaloid to acid. Stick head under cover, or mask your face with pillow and hands, and rebreath your own air for two or three minutes, emerging for a few seconds at a time. The best plan is to take paper bag to bed with you, if so bothered, as this gives better exchange of gases.

Burns.—Carbolated vaseline for ointment, picric acid gauze for a dressing or lotion. Soak the gauze in water and apply; it kills the pain almost instantly. Where neither soda and water.

Cuts and other wounds.—Carry bottle of three and one-half per cent iodine, in sealed glass ampules or in a glass stoppered bottle. If wound is large from medical stopper into bottom of wound, to clear up possible infection. The best cleansing fluid for any wound is the blood itself, so make wound bleed freely, apply a sterile, dry dressing and bandage if an antiseptic, such as iodine, is not available.

Beware of Colds

Sore throat.—Gargle four times a day with hot water in which two dobell's tablets have been dissolved, to one-half glass hot water.

Common Cold.—To one pint warm water add one teaspoonful baking soda, and one teaspoonful salt. Hang bag at level to irrigate head, insert nasal tip in one nostril, bend over, hold breath, release clamp and allow water to run through nose and emerge through throat. Three times a day. Keep the vertical distance between nose, piece and bag about five or six feet.

Paraphing Feet.—Five per cent solution of formaldehyde; soak feet 20 minutes, after first washing in warm water. Repeat in two weeks, never more frequently.

Ten passengers of a motor-coach were slightly injured when the coach and an L.C.C. tramway car collided in London road, Mitcham, Surrey.

THE IDEAL CAR

A "MODERATE MEANS" MACHINE

FEATURES TO CONSIDER

[By the Hon. Mrs. Victor Bruce]

Just as there is no "best car in the world," so there can be no car most suited to the owner-driver's use. Tastes vary so widely that what is one man's meat in the way of motor cars is another man's poison; and we have the girl driver to consider also.

I should not be at all surprised, even now, if investigation would prove, in Britain, at any rate, the vindication of a prophecy which I heard a few years ago that shortly there would be more women on the road than men. At the time I regarded this as unlikely, but now I am not so sure.

However, each one of us has his or her own idea of the perfect car; but as in the vehicle specially intended to be used by an owner who will do all the driving and as much as possible of the maintenance, there are certain desiderata which are not affected by varying personal taste.

The car may be a large one, a small one, or a medium sized and powered vehicle, but although the last-named would probably suit the greatest number of people, neither considerable size nor power is an inherent drawback from the owner driver's point of view. The great point is that it should be easy to drive, and my experience generally, is that the car with a large and reasonably efficient engine is much simpler to control in difficult circumstances than a little one with an engine that needs a great deal of humouring and expert understanding in order to obtain good results.

Given the sympathetic handling necessary, it is possible to put up very nearly, if not quite, as good an average on a long run with the small car as with a really powerful vehicle. The point is that less skill is required with the latter, and, more important still, less mental effort.

Running Expenses

The large car has the drawback, so far as traffic is concerned, of being much less handy, while manoeuvring in and about crowded garages is more of a task. Needless to say, running expenses and overhead charges soar with an increase in car and engine size; and as a matter of fact, in the majority of instances, the particular type of car selected by the owner-driver is settled rather by the purchaser's financial position than by his personal desires.

This leads to a question which needs to be thoroughly threshed out by the would-be purchaser whose means are not unlimited, if unpleasant after effects are to be avoided.

There are two or three strongly marked types of car on the market at the present moment. First of all, there is the inexpensive medium powered vehicle the running costs of which are so well understood that it is not necessary for me to recite them. But there is another type at either end of the scale of which this car represents the centre point. There is the highly refined type with a nominally similar powered engine which gives an amazingly large actual power output; and there is the big, ambitiously bodied and engined vehicle which is produced by mass methods at an absurdly low figure.

The first mentioned of these two extremes, is not so liable to be deceptive, since it would appeal only to the purchaser with a fair amount of capital at hand who would also, presumably, be the happy possessor of an income which would not feel the greater drain, as compared with the inexpensive medium powered car.

It must be understood, of course, that because a car has an engine of, say one and a half litres capacity, its petrol bill and general running costs will not be identical whatever its make. The super-efficient engine necessarily uses more fuel when its super-efficiency is made use of; tyre wear is greater on account of the all-round higher speed, and so on. But as I say, these matters are little likely to worry the purchaser of an alleged 11.9-h.p. car if he is prepared to pay £500 or more for it.

Cheap and Ambitious

The real snag is found with the cheap, ambitious car, which will usually be purchased by the person with limited capital, and probably a strictly limited income also. It is a perfectly good type so long as all the circumstances connected with its ownership are thoroughly understood. But I am afraid that too many people fail to consider the question of upkeep in their delight at being able to purchase a roomy and powerful vehicle at so low a figure.

Each must suit his own taste and pocket, and if I have managed to sound a warning to look at all sides

MOTOR CONTEST

BRITISH TEAM COMPOSED OF THREE LADIES

FOR SILVER VASE

Three woman motor-cyclists comprise Britain's premier team in the contest for the International Silver Vase in the six days' trial which began in mail week.

They are Mrs. McLean, famous for her many successes on a Douglas machine, Miss Marjorie Cottle, and Miss E. Foley, who rides a Rudge-Whitworth. This team won the Silver Vase last year when they were selected by the Auto-Cycle Union to be representatives of an English team.

Men Are Reserved

There was no doubt that they would be chosen again this year, but the surprising feature is that men riders will be recognised as the reserve team.

That their riding skill is superb, may be judged from the famous men riders who are in the reserve team: F. W. Giles, Grahame Walker and L. Griep.

Expected To Win

The International Silver Vase event is open to teams from various countries and this year, England, Ireland, Sweden, Denmark and Holland will be competing.

The chances are that the English team will win the trophy again. They are experienced riders in reliability trials and have ridden machines under the most severe conditions.

5,000 Miles Tour

Miss Cottle has won numerous gold medals during the past four years, and Miss Foley is an expert hill-climber.

This year they went together on a 5,110-mile tour through Europe, carrying their evening frocks in Army packs.

The six-days' trial beginning the same day was a test of reliability for both drivers and machines.

The International Silver Vase, for which the women are competing, must not be confused with the International Trophy, which is for teams driving machines made in their own countries.

There are no women riders for this trophy.

of the question before taking the plunge, that is all I wish.

Generally speaking, the owner-driver is a "one car" man, and his vehicle has to be averagely suitable for a wide variety of purposes. In such an instance there can be very little doubt that the modern saloon is far and away the best type of body to select, for it is not only suitable for winter weather but serves better than a mere canvas hood to keep the interior cool when the sun is strong; while in an equable temperature a little manipulation of screen and windows usually serves to adjust the atmosphere of the interior to just the degree that is desired.

Two-Seated Coupe

The ideal car is undoubtedly the two-seated coupe, with a front seat wide enough to carry three passengers in comfort, and possibly a diekey for emergency use, but unfortunately the majority of us would find its application extremely limited. At the same time, the ability to have the car either completely open, or as completely closed, in a few seconds is a great advantage.

A similar advantage, however, is gained with the type of car introduced in England at last year's Olympia Show, known as a "sun-sun" saloon. The sliding roof is completely weather proof when closed, and when slid or folded back gives all the effect of a touring car with the side curtains left in place. This type, incidentally, does not seem to have made the headway during the year that I should have anticipated for it, possibly because motorists are rather afraid that rattles may develop with wear of the sliding mechanism. This is a fear that is not justified, since the better makes of this saloon appear able to withstand a great deal of rough usage without audible protest.

From the mechanical point of view, the ideal owner-driver's car should have as few points as possible needing attention. In these advanced days few of us care about doing more than refilling with oil, petrol and water; greasing is, at best, an unpleasant job, and I think that something in the nature of either self-lubricating bearings or a "one-shot" lubrication system must secure general adoption in the long run, although this development also seems to be lagging.

A lively engine, requiring a minimum of gear change, whatever its size, a gear change that is reasonably easy, a driving seat that is thoroughly comfortable and gives a view of both front wing tips; a large rear window through which one can see to reverse, and one of the proven makes of safety glass for the windscreen at least, if not for all windows, are some of the other features which I consider essential in the owner-driver's car.

MOTORING PARADISE

SCHEME OF NO-SPEED-LIMIT ROAD

LONDON-BRIGHTON

A £3,000,000 no-speed-limit road from London to Brighton, railed in, without cross-roads, and the up and down tracks divided so that head-on collisions are impossible, is the big new scheme details of which are now given.

It will be England's first "Autostrade." The capital for the project is ready, the route has already been surveyed, and it is hoped to obtain Parliamentary sanction to the scheme during the autumn session.

The railways are stated to be friendly to the plan. Unless unexpected opposition should be encountered, a beginning with the cutting of the new road is anticipated in 1929.

Towns Avoided

Behind the scheme is a powerful private syndicate, with Lord Askwith as chairman.

It is intended later to construct a further "Autostrade" to Southampton and another to Portsmouth.

Towns will be avoided. It is proposed to cut the London-Brighton road from Tolworth, where it would be entered from the Kingston by-pass road, to Albourne at a distance of 35 miles.

It would pass west of Epsom and Redhill and East of Newdigate and Horsham, and would cross railways at three points by bridges or short tunnels.

Lord Askwith is remembered by the public as the Chief Industrial Commissioner of the pre-war transport strike period who earned the title of "Industrial Peace-maker."

No Public Offer

"The London to Brighton track will be our first venture and we are pressing on in order to bring it before Parliament as early as possible," Lord Askwith told "The Evening News."

"Our plan is to enter Brighton from a point where the traffic can be split up and easily controlled. My syndicate is called Motor Roads Ltd., and we shall not need to go to the public for money."

"With regard to tolls, they are not yet definitely settled, but we have in mind a rate of 1/4d. per mile for private cars and a farthing per ton mile for commercial vehicles. Lines will be drawn to separate the different classes of traffic using the road."

Skid-Proof

"There is much preliminary work to be done yet in acquiring property, but I understand that the Brighton Corporation and the local councils will support us."

"As the railways have been granted road powers we have no reason to think they will oppose. They should be among the users of the road."

The engineers, Messrs. Whitley and Corkeet James, of Victoria-street, estimate that the road will take two and a half years to construct. "The road will be cut across open country," "The Evening News" was told at the firm's office, "and will be made of concrete with some form of skid-proof surface."

"There will be three railway crossings, and roughly, 60 road bridges because wherever the new road crosses an existing road it will be carried either above it or underneath it."

BIG BUSINESS

3,573,671 CARS PRODUCED BY AMERICA

1927 REPORT

The important part played by the automotive industry in the world of business is clearly shown by a group of representative figures assembled by the California State Automobile Association from 1927 production records. In the United States and Canada last year a total of 3,573,671 vehicles were manufactured, of which 2,565,223 were closed cars. The wholesale value of these cars was nearly \$3,000,000,000, in addition to \$1,231,000,000 for replacement parts, accessories and tyres.

Foreign purchases of motor vehicles of United States design aggregated 640,607 during 1927, of which 461,124 were American exports and 179,483 were Canadian exports, with a combined valuation of \$566,846,240.

The capital invested in the United States motor vehicle manufacturing business totals \$2,000,000,000, with wages and salaries aggregating nearly \$400,000,000 divided among more than 4,000,000 employees and 59,125 dealers.

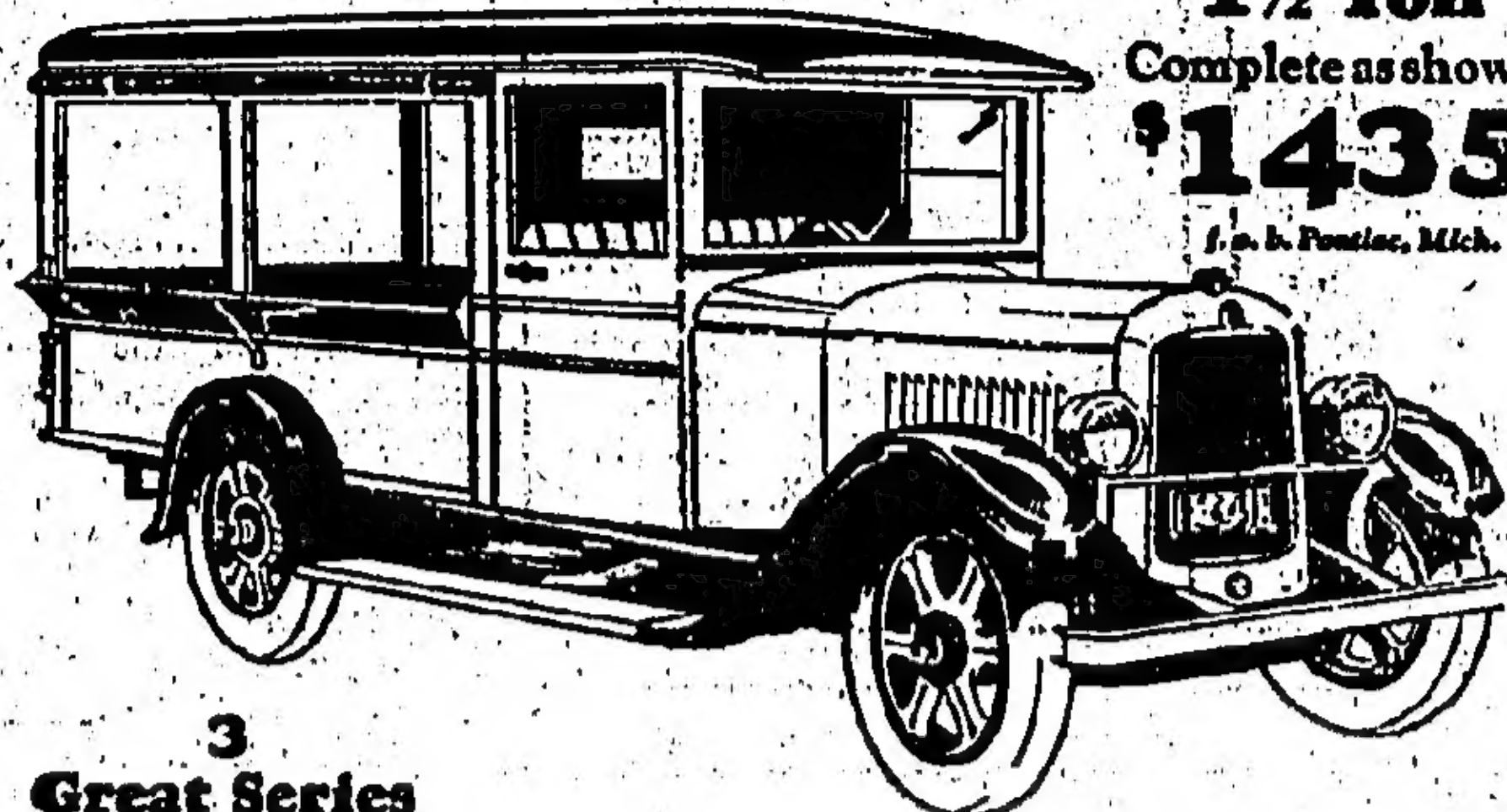
COUNT THE

"MAILS."

See Page 3.

GENERAL MOTORS TRUCKS

With
BUICK
Six Cylinder Engine
1½ Ton
Complete as shown
\$1435
J. H. Pontiac, Mich.



3 Great Series

Powered by the

PONTIAC

Six Cylinder Engine
One Ton \$1095
Overhaul and Grease \$1105
Two Ton \$1250
(overhaul and grease extra)
Two Ton \$1350
(overhaul and grease extra)

Powered by the

BUICK

Six Cylinder Engine
One Ton \$1095
Overhaul and Grease \$1105
Two Ton \$1250
(overhaul and grease extra)
Two Ton \$1350
(overhaul and grease extra)

Powered by the

BIG BRUTE

Heavy Duty Engine
2½ ton to 11 ton capacity
prices ranging from
\$3690 to \$5820
All prices f.o.b. Pontiac, Mich.

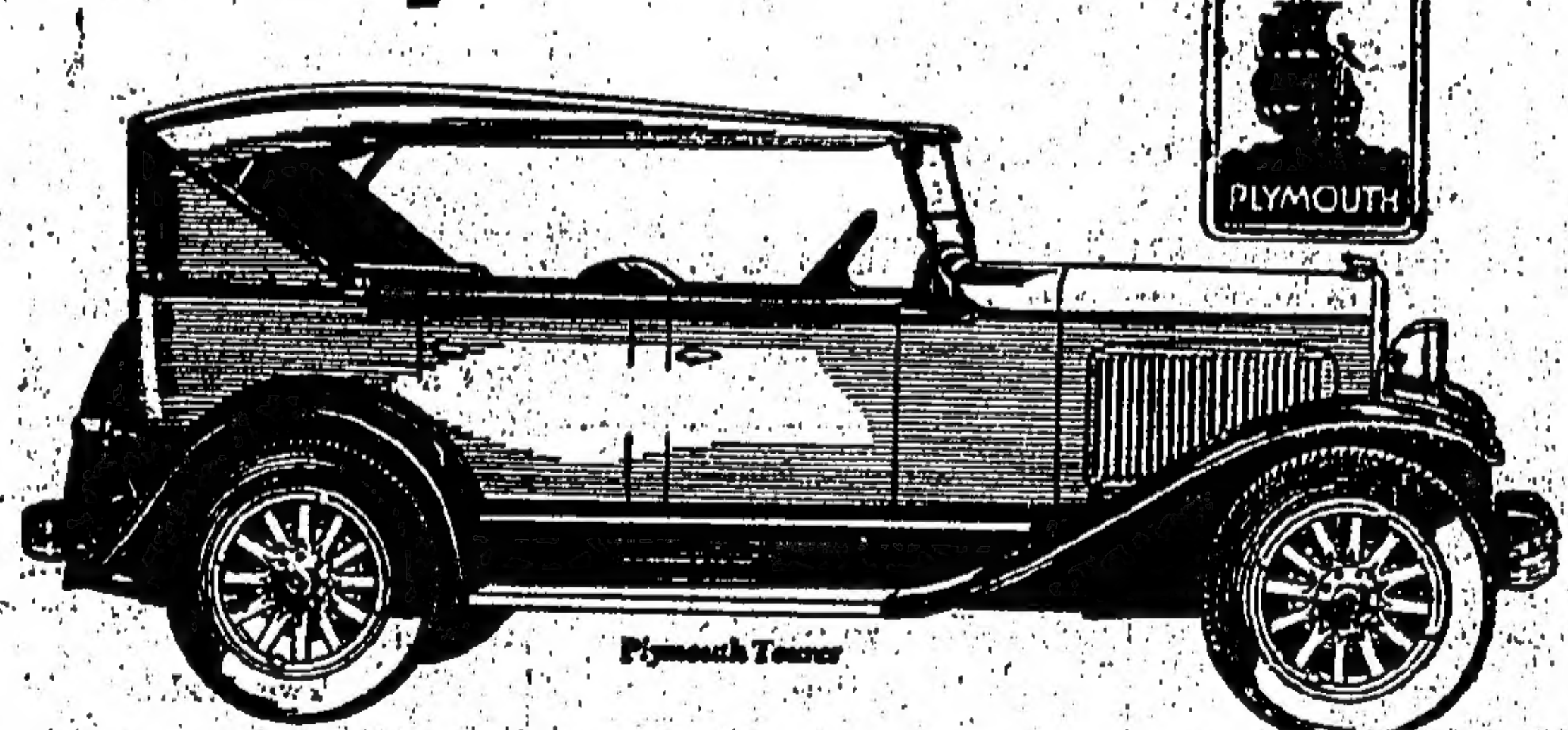
THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

A TRUCK FOR EVERY PURSE AND PURPOSE

"CHRYSLER" Plymouth



**At Last! A New Car Whose Like—
In Style, Performance and Value—
You Have Never Seen Before**

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An enthusiastic public now acclaim the new Plymouth as the most astounding value in three decades of motor car manufacture. No one but Walter P. Chrysler and his great engineering organization ever attempted such a car at such a price. Plymouth is the amazing realization of the Chrysler vision of a low-priced car embodying the beauty, the

quality, the value of the finest cars. See for yourself that a car of the style and quality of the Plymouth, a car that does the things the Plymouth does, really can be produced at such low prices. Ride in the Plymouth, drive the Plymouth—the most astonishing performance, quality, style and value that the low-priced field has ever known.

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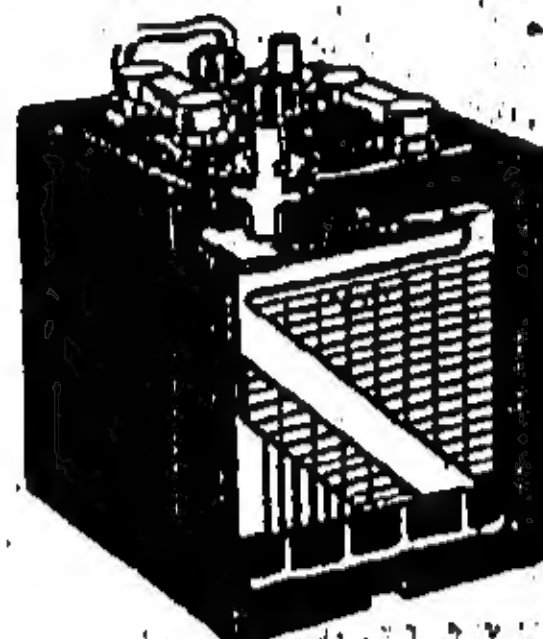


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2 Studebaker Big & Spec. Six, Chrysler, &c.
3 Case, Cole, Cunningham, Oldsmobile, &c.
4 Buick Std., Chevrolet, Essex, Ford, &c.
5 Buick M., Chandler, Hudson, Oakland, &c.
6 Hupmobile, Packard & Willys Knight, &c.
7 Dodge, Gardner & Graham Bros. Truck, &c.
8 Locomobile, Mack Truck, Bolls & White, &c.
9 Special Cadillac Battery.
10 Motor Cycle Battery—Harley, Indian, &c.



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"ROAD SENSE"

A SECOND CHANCE TO PASS—AND NO MORE

[By John Prioleau]

My recent article on the usefulness of the suggested road tests to be passed before an applicant is granted a licence to drive has brought me a letter from a Reigate "Evening Standard" reader which contains some interesting suggestions.

"G. L. R." agrees with me that such tests would be no safeguard against the fell activities of the born dangerous driver, and adds that: "White lines, hedges cut down at the corners, straightened-out bends, etc., etc., do not really touch the problem, which is how to inculcate road sense. The logical conclusion of what I term the 'white line' school is a system of block signalling, i.e., the general evolution of our roads into a species of railway track and a very inefficient one at that."

White Line Ignored
Here is matter, indeed, for reflection. With probably thousands of other old-timers I welcomed the white line when it first appeared. The white line, in those days, seemed to wear a very business-like and common-sensible look. One could not imagine any but a wilful idiot failing to keep the right side of it, so long as he was in doubt as to what lay beyond its point of disappearance from his limit of vision. Since then, however, I have regretfully begun to look upon it as another of the several well-meant attempts to regulate and control traffic which have failed. It does not matter in the least how the desired result is achieved, provided we get safer roads. The end is the only thing, and all possible means deserve consideration. As a deterrent of dangerous driving the white line, so far as I have been able to watch things this year, is rapidly sinking to the level of the red triangles which were set up twenty years ago. It is being totally disregarded.

"Lighthouses" Best
I agree with "G. L. R." that such devices tend to transform our roads into inefficiently controlled railway tracks. So far as road signs go I still believe the only sort which are any good are the lighthouses set up in various districts during the past two or three years, especially when they are put in the middle of the road.

He may, and does, ignore the curved white line, trusting to his brakes and presence of mind to save him from unseen dangers, but the average driver must notice those impressive striped black-and-white beacons, with their flashing lights, unless he is mad or drunk or under a hallucination that they are not real, and, noticing them, must acknowledge the essential warning they are meant to convey to him.

COUNT THE

"MAILS."

A white line under his wheels slips by, unnoticed, but a 12ft. high lighthouse, in the middle of the fairway, is something he cannot disregard. Unless he is unfit to be in charge of a vehicle his caution is awakened.

Provisional Licences
My correspondent believes that my suggestion to make the granting of a driving licence dependent upon the applicant's ability to pass an oral and written examination on the excellent principles laid down in the "Road Sense" booklet of the National Safety First Association, can be usefully developed and expanded. He suggests a system of provisional licences. He proposes that anyone wishing to be allowed to drive a car applies, as now, for a licence; but instead of paying 5s., he is called upon to pay an additional 25s. 6d., for which he is granted a provisional driving permit for, say, six months.

On the expiry of the provisional permit, or at any time before its expiry, the holder can apply for a regular licence, but to qualify for it he must pass an examination in "Road Sense".
Then comes "G. L. R.'s" interesting amendment. He proposes that if the applicant fails to pass the examination the provisional licence can be renewed for a further period of three months on payment of another fee of 5s. Subsequent renewals of the provisional permit could be made at an increasing scale of charges, until after a reasonable period, say one year, when applicants (holders of the provisional permit) who have failed to qualify for a full licence would not be allowed to drive.

Fatally Simple
In principle I agree with "G. L. R." but I would not allow an applicant who failed to pass his "Road Sense" and to learn what is expected of him when he is driving a car on a high road and is responsible for the safety of others beside himself a third chance.

The driving of a car to-day is almost fatally simple. Its proper use grows daily more difficult. Every day the risks of road travel increase, for the simple reason that every day more people are let loose on the roads without experience—which is not their fault—and without any grounding in road sense. This is the fault of the authorities. This is no time for easy "passes". It is as necessary for a man or woman who wishes to be allowed to drive a car on our congested and dangerous roads to-day to be taught the principles of that very complicated and exacting occupation, as it is for a man or woman who wishes to sail a boat in open waters to learn the art and craft of that branch of navigation. Indeed it is more necessary, as the would-be car-driver has far more chances of endangering other people than any owner-shipper of a 10-tonner.

No Third Chance
No, I would allow the applicant who was ploughed in "Road Sense" a second chance whenever he liked to submit himself, provided the answers in his papers gave promise of intelligence—but I would not allow him to drive a car until he had passed, at his second shot, the "Road Sense" examination. (Continued on foot of next column.)

AT SINGAPORE

FIRESTONE HAS FAR EAST PLANT
MODERN FACTORY

As far back as 1914, Firestone Tyre and Rubber Company, Akron, Ohio, sent representatives to Singapore in order to purchase their requirements in crude rubber. The activities of the Firestone Tyre and Rubber Company in Malaya, since that time, should prove very interesting reading. In the first place, it should be stated that the Firestone Company are manufacturers of motor-car pneumatic tyres and tubes and solid tyres for heavier commercial vehicles. Their factories are situated in Hamilton, Ontario, Los Angeles, Akron, Ohio, and at present a large manufacturing plant is being laid down near London, England. It requires about 25,000,000 rubber trees occupying 290,000 acres of land and worked by 97,000 labourers to keep these factories supplied with crude rubber. The Firestone Tyre and Rubber Co. (Straits Settlements) Limited, a buying organization, is established in Singapore, and purchases from British Malaya practically 90 per cent. of all factory requirements of crude rubber. During the last four years the Singapore Firestone organization has purchased and shipped approximately 125,000 tons of rubber. With the ever increasing and universal demand for Firestone tyres it is estimated that this figure will steadily increase, and Singapore, for many years to come, will be the centre of rubber buying for the Firestone Company.

Buying Offices
The Firestone Tyre and Rubber Company are the only manufacturers with a modern plant in the Far East. In this plant, located at Singapore, Firestone washes, refines, makes final rigid inspection and packs its rubber for shipment to the factories. In Malaya alone Firestone has seven different buying offices and godowns. Over 600 people, chiefly permanent residents of Malaya, are kept constantly in employment. These employees are well cared for, sanitary arrangements being installed in almost all godowns and offices and free medical attendance afforded; large sums of money are spent in rent, water, gas, electricity, local Municipal rates, as well as wages to native employees. Money is spent locally in transportation and local purchases such as automobiles, furniture, and machinery, whilst export duties on rubber purchased in and exported from this Colony produce considerable revenue toward the upkeep of Malaya. The Firestone Tyre and Rubber Co. have in Malaya alone over \$1,500,000 invested in land, buildings, machinery and equipment.

Re-sent in Malaya
During the last year and a half the Firestone Company has established its own selling organization in Singapore in order to market Firestone Gum Dipped Pneumatic and Solid tyres as well as other well-known Firestone products; this selling organization controls the distribution of the Company's products throughout Malaya, Straits Settlements and Dutch East Indies. All business is conducted through local dealers to their profit.

Large stocks of Firestone products are warehoused in Singapore. All money paid to the local selling organization, for tyre purchases as well as large additional sums are re-sent in Malaya in the buying of the Company's crude rubber requirements, which means without exaggeration, that the Firestone Company is responsible for the annual circulation in Malaya of millions of dollars, thus contributing largely to the prosperity of the Straits Settlements.

Failure to pass at the second attempt must mean one of two things: either the examinee is too stupid to pass or too lazy. In either case he is not a fit person to be allowed to drive a car.

The obvious criticism of this suggestion is that people who are human, parous or examination-fanciers, will pass and still be unfit to drive a car, and still be unfit to drive a car. The charge of a car is any road, however, the decision of road sense having gone through the ears and into the mind. A car driver has far more chances of endangering other people than any owner-shipper of a 10-tonner.

CHRYSLER CARS

RECEIVE VERY HIGH PRAISE
CHANGE IN STYLE

Highest praise is bestowed on the new Chrysler and the Chrysler-Plymouth by automobile experts, writing in the leading automotive publications. "Excerpts from their articles show unmistakably the high regard in which these new models are held," he says. "Their opinions are of highest value, for their statements are based on a knowledge of competitive products expert engineering, manufacturing and design that gives them the authority of an authority." Under a "Surprise" Automobile Topics says in part: "Walter P. Chrysler has laid the groundwork for even greater achievements that have yet been unfolded in the brief years since he began operating under his own name. Three important achievements are recorded—the development of an entirely new treatment of dress; establishment of new standards of value, and launching of an entirely new and separate line under the historic and typical name of Plymouth. The '75' and '85' carry out in advanced detail the uniformity of appearance and engineering that have been characteristic of products bearing this name in the past. The Plymouth is, in every respect, a Chrysler product."

Smashing Eye Appeal
"The most important thing about the Chrysler line is the new uniform in which it has been fitted out. This is an authentic change in style, absolutely smashing in its impact on the eye, and severely correct in its execution. This new Chrysler is in some respects the most consistent new design the industry has yet seen, because of the fidelity with which the general scheme has been carried into the smallest, and apparently the most inconspicuous, details. It is that which makes it a completely finished and highly refined accomplishment. It is consistent use of sweeping and non-contrasting lines, and the softened intersections of line with line, contour with contour, that constitutes the keynote of design."

"The '65' models combine the most powerful engine, strongest chassis, roominess and the most luxurious body equipment Chrysler has yet offered. In the price class indicated were wanted that Walter P. Chrysler is prepared to sell a lot of high grade merchandise in the low-priced field, the Plymouth offers all the assurance that could be desired. The man in which Chrysler engineers pioneer new fields is splendidly exemplified in the new Plymouth. Sundry details that may be gleaned from even a casual inspection prove this car to be a far different sort of product from the expectation, based on previous offerings in the industry, which a mere statement of its price would engender."

Motor Age, another authority, says that "distinction is the key word which best described the Chrysler offerings. Probably the most outstanding characteristic of the new models is their appearance. For one thing, there has been achieved a brand new idea in radiator shell design which gives the effect of an increase in car length even greater than that actually incorporated. A considerable number of detail changes of various external parts contribute, further to the general effect. Structurally also, there are numerous changes which have been incorporated on all models, contributing to increased comfort."

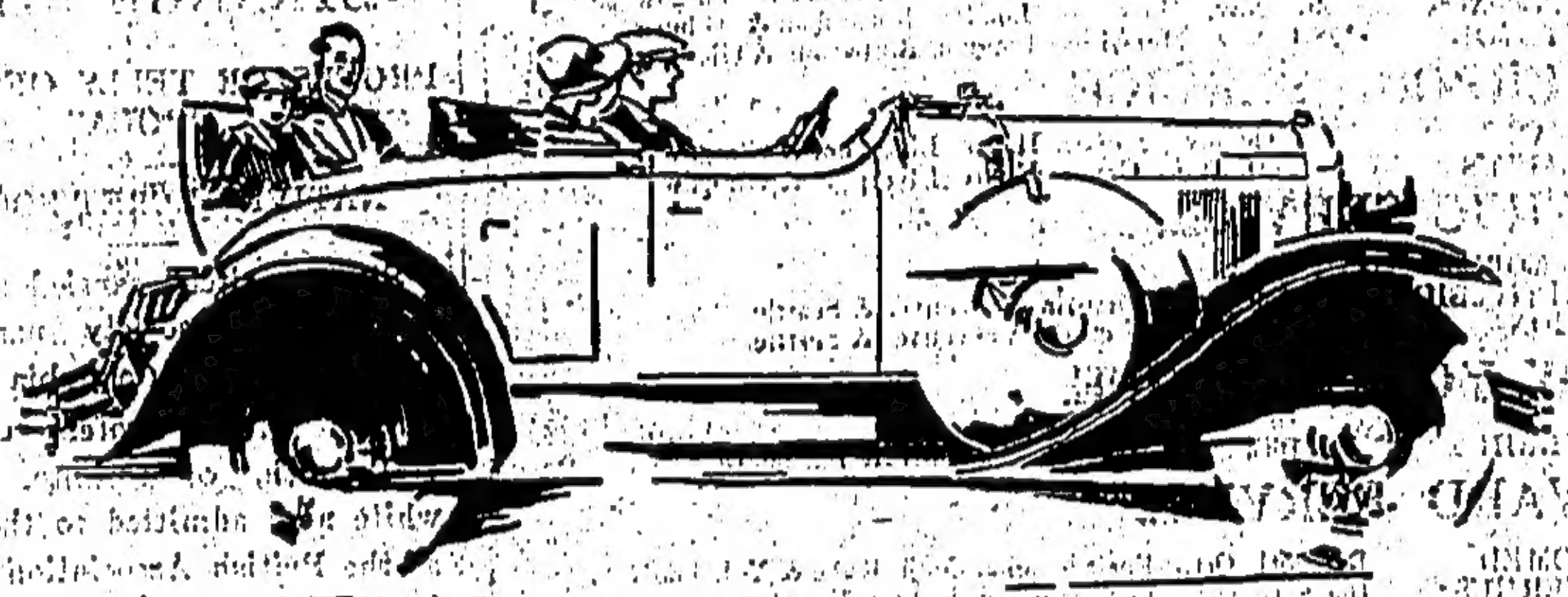
Chrysler's 1929 models embody many improvements, according to Motor World Wholesale. "Changes in their appearance are particularly striking. The increase in length from the last year's models is particularly noticeable in the radiator shells, and the higher radiator, car and hood convey an impression of more power, speed and greater roominess. Another distinctive feature is the new, ornate, chrome-plated, all-steel, closed model. Careful attention has been given to features affecting the comfort of passengers. "Down through the entire list of automobiles, publications, you will find Chrysler and the Chrysler-Plymouth statements of success in the motor car industry."



Even if it were

not a Buick

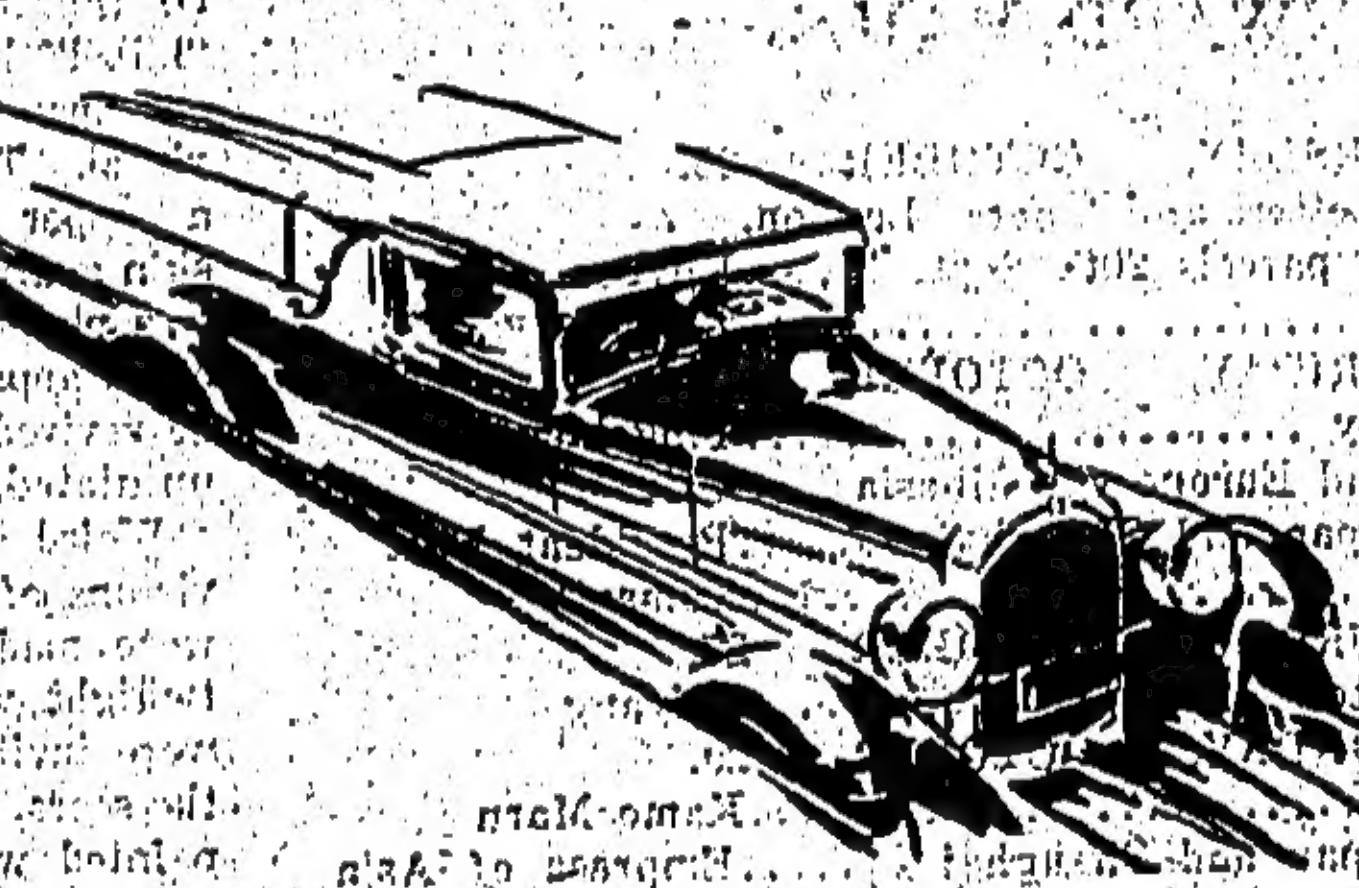
So attractive—so different—so good, in fact, that even were it not a Buick—you would stamp it a great car. We will be glad to arrange with you to drive it.



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Because Chrysler has extended its extraordinary standards of speed, power, trimness, dependability and long life to all four of the principal price fields.

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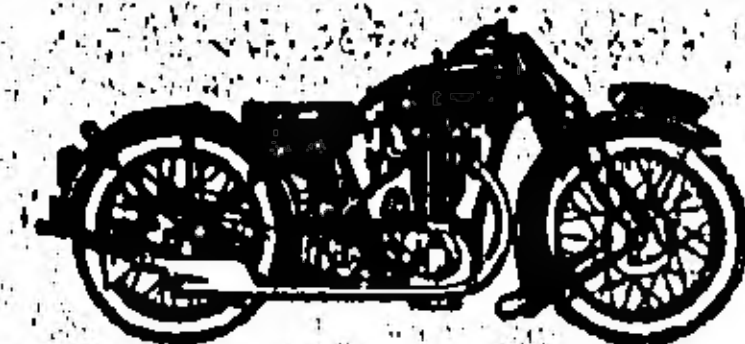


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HONG KONG, THURSDAY, OCTOBER 25, 1928.



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"PATROCLUS" 31st Oct. Marseilles, London, Rotterdam & Glasgow
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"ANTENOR" 28th Nov. Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"TITAN" 20th Nov. Genoa, Havre, Liverpool & Glasgow
"GLAUCUS" 20th Dec. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via KOBE & YOKOHAMA.
"TALYTHIUS" 27th Oct. Victoria, Vancouver & Seattle
"IAION" 17th Nov. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"PYRRHUS" 16th Nov. Boston, New York & Baltimore

INWARD SERVICE.

"DIOMED" Due 20th Oct. For Shanghai, Moji, Kobe & Yokohama
"PYRRHUS" Due 20th Oct. For Shanghai, Kobe & Yokohama.

PASSENGER SERVICE.

"PATROCLUS" 31st Oct. Singapore, Marseilles & London
"ANTENOR" 28th Nov. Singapore, Marseilles & London
*Sails at daylight

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to—

Butterfield & Swire.

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POST OFFICE NOTICE.

The Hong Kong Postal Guide for 1928 is now on sale at the General Post Office and Kowloon Post Office at the price of 50 cents a copy.

INWARD MAILS.

From	Per	THURSDAY, OCTOBER 25.
Europe via Suez (Letters and parcels London, 27th Sept. and parcels 20th Sept.)	Khyber	Amoy
FRIDAY, OCTOBER 26.		
Shanghai and Amoy	Yingchow	Japan, Shanghai and Europe via Siberia
U.S.A., Canada, Japan and Shanghai	President Taft	Straits
SATURDAY, OCTOBER 27.		
Shanghai and Swatow	Suiyang	29.
MONDAY, OCTOBER 29.		
Straits	Kamo Maru	Canada, U.S.A., Japan and Shanghai
U.S.A., Japan and Shanghai	Empress of Asia	31.
WEDNESDAY, OCTOBER 31.		
Japan	Panama Maru	SATURDAY, NOVEMBER 3.
U.S.A., Honolulu, Japan and Shanghai	President Adams	SUNDAY, NOVEMBER 4.
Japan	Araura	MONDAY, NOVEMBER 5.
U.S.A., Honolulu, Japan and Shanghai	President McKinley	TUESDAY, NOVEMBER 6.
Australia and Manila	Taipei	

OUTWARD MAILS.

For	Per	THURSDAY, OCTOBER 25.
Saigon	Shun Chih	8.30 p.m.
FRIDAY, OCTOBER 26.		
Saigon, Straits, Ceylon, India, Mauritius, E. & S. Africa	La Plata Maru	10 a.m.
Swatow, Amoy and Foochow	Hai Ning	2 p.m.
Shanghai, Japan and Europe via Siberia	Khyber	4.30 p.m.
Saigon	Yuan Jeng	5 p.m.
Haiphong	Song Bo	5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 24th Nov. K.P.O. Parcels 4.30 p.m. Registration (Oct. 27th) 9 a.m. Letters (Oct. 27th) 9.45 a.m. Letters (Oct. 27th) 10.30 a.m.	Khiva	SATURDAY, OCTOBER 27.
Australia and New Zealand via Singapore and Thursday Island—due Thursday Island, 16th Nov. Registration 9.15 a.m. Letters 10 a.m.	"Khiva" to connect with S.S. "Marrella" at Singapore.	Michael Jensen
Swatow and Bangkok	Taipei	4.30 p.m.
Straits and Calcutta. Parcels 11.30 a.m. Letters 12.30 p.m.	President Taft	5 p.m.
Manila and Japan	Kumsang	SUNDAY, OCTOBER 28.
Macao	Tai Shan	8.15 a.m.
Swatow, Amoy and Formosa	Kishu Maru	9 a.m.
Shanghai	Yingchow	9 a.m.
Holhow and Bangkok	Chinhua	9 a.m.

*Correspondence bearing vessel's name only.

THE TERRITORIAL ARMY

BIG INCREASE

29,033 MEN APPROVED FOR SERVICE LAST YEAR

TOTAL 139,683.

London, Yesterday. The official returns show that during the recruiting year, ended September 30 last, 29,033 men were approved for service in the Territorial Army, being an increase of 6,466 on the total for the previous year.

The total territorial strength, exclusive of permanent staff, on October 1, was 6,656 officers and 133,027 of other ranks.—British Wireless Service.

STRANGE RITES

PROFESSOR TELLS OF "BELLA COOLA"

NATIVE SECRET SOCIETY

Strange rites carried out by a native secret society, named Bella Coola in British Columbia, were described by Professor T. F. McIlwraith, of Toronto, the only white man admitted to the society, at the British Association meetings in Glasgow. He said:

A supernatural power is felt by the members of the society, and this sometimes makes them do extraordinary things. In my own case the power that entered me impelled me to become mad and rush around the village furiously biting my associates.

It is a power that I do not exercise very frequently, but my associates in former days used this power with great vigour so that most of the older men can proudly produce scars on their arms and legs made by the bites.

In others the power makes them throw stones at everything or scratch themselves or other people. Or they may have the power to be "killed" by having their stomachs cut open—a remarkably dramatic ritual. This was done by placing a copper plate with an imitation skin against the stomach and a knife was plunged into it so that the man could apparently fall dead, and later be revived, to the amazement of the uninitiated.

Weird songs were sung about visions of members. Strange faces were made to appear in the dim twilight when uninitiated members were invited to the house of one of the seers. But the faces were really painted wooden masks, and songs that were made to come from above were really whistles blown by initiated members.

The supernatural power of a man might sometimes make others fall dead, it was said, or become insane.

\$5,000 A WEEK

FOR TELEPHONE CALLS ACROSS ATLANTIC

A "BULL" OPERATOR

New York.—Mr. William C. Durant, the famous "bull" operator on the New York Stock Exchange, who organised the General Motors Company in 1908 and up to a few years ago held a controlling interest in it, has been playing the market with splendid prodigality throughout the week by the use of the Trans-Atlantic telephone.

While the telephone company restrict comment to the statement that their London revenues increased sharply, one of Mr. Durant's brokers estimated that the millionaire has spent \$5,000 on telephone calls during the week. One Berlin call for an hour and a quarter cost \$400.

Not content with merely issuing his instructions over the telephone, Mr. Durant obtained reports on the execution of his orders and got the "feel" of the market by conversations with his brokers. Sometimes he had two brokers on call at the same time, while telephone girls were busy getting others in touch with him.

He ordered many thousands of shares, and although separated by the Atlantic from Wall Street he has been an active factor in dealings in several well-known issues, such as International Nickel and General Motors.

KING AMANULLAH'S REFORMS

FRESH STATEMENT

NO CONNECTION BETWEEN THEM AND PROPOSED REFORMS

THE FRONTIER TROUBLES

London, Yesterday. The Afghan Legation has declared that there is no connection between the recent military measures and King Amanullah's reforms.—Reuter.

The above refers to the following Reuter telegram, dated Peshawar, October 22:—

The return to Afghanistan of King Amanullah with newly acquired ideas of culture, and a desire to effect the Westernisation of his people with a minimum waste of time, has given rise to serious disaffection.

The Amir Abdur Rahman, former Chief of Qazi at Kabul and three other mullahs were recently executed for sedition, their crimes being agitation against King Amanullah's plans for reform.

The executions have been the subject of lively discussion on the frontier and many of the tribes are on the verge of revolt. Serious trouble has already broken out in several places, though it is impossible at present to obtain full details of the outbreaks.

It is learned to-day that Afghan cavalry, assisted by artillery, left Gardez on October 10, to carry out a punitive expedition against a revolting Ghilzai village in the vicinity of Altimur Pass on the Kabul-Gardez Road. The expedition successfully accomplished their mission, the villagers being reduced to submission.

Although facts are difficult to obtain, the action seems to confirm the stories that trouble is brewing in Afghanistan owing to the King's efforts to enforce Westernisation too speedily.

U.S. PROHIBITION

\$7,000,000 FINES FOR LAW BREAKERS

60,000 PROSECUTED.

Washington, Yesterday.

The Department of Justice states that nearly 60,000 persons were prosecuted under the prohibition law in the year which ended on June 30. Convictions were obtained in eighty per cent. of the cases and fines amounting to over \$7,000,000 imposed, the highest total since the law was passed.

As regards smuggling of liquor into the United States, the coastguards seized 22 foreign and nearly 400 domestic craft.—Reuters American Service.

POISONED FISH

FAMILY IN HOSPITAL SUFFERING FROM EFFECTS

SMALL BOY DIES

A two year-old boy, poisoned through eating bad fish, died at 8 p.m. yesterday after being removed to the Kwang Wah Hospital from No. 119, Keelung-street yesterday morning. The boy's mother and a six-year-old sister, who was also suffering from the same poison, are still confined to the hospital.

HEAVILY FINED

INDIAN CONSTABLE CHARGED WITH MISCONDUCT

An Indian constable, attached to the Water Police Station, was fined \$100 or six weeks' hard labour, in default, by Mr. W. Schofield at the Kowloon Magistrate's yesterday. The constable was charged with misconducting himself by attempting to obtain ten cents from a ricksha coolie during the early hours of the morning.

Mr. L. H. C. Calthrop, Assistant Superintendent of Police, prosecuted. The defendant denied the charge.

The first number of a new Anglo-Chinese magazine, the "Malayan Social Weekly" was published in Kuala Lumpur recently.

Telephones, motors, and all other inventions are profitable things for the lawyer.—Judge Cluer.

A MUNIFICENT ENDOWMENT

BY SIR ABE BAILEY

\$5,000 ANNUALLY TO DESERVING INSTITUTE

CONTINUES AFTER DEATH

London, Yesterday. The Secretary of the Royal Institute for International Affairs says that Sir Abe Bailey has endowed that institution with \$5,000 annually during his lifetime and has arranged for its continuance after his death.—Reuter.

EARL HAIG

SIR A. CONAN DOYLE'S CLAIM OF SPIRIT PHOTOGRAPH

FUNERAL REVELATION

Sir Arthur Conan Doyle, at a meeting of the International Spiritualists' Congress at the Queen's Hall, stated that recently he had been in conversation with the late Field-Marshal Earl Haig and the late Joseph Conrad. Sir Arthur showed on a screen on the platform a number of spirit photographs.

"You know that Lord Haig was a spiritualist," he told the audiences. "Within two days of his death, or it might have been three, he sent me a long message which had every sign of being evidential and truthful. It was a message that would only appeal to his relatives. I sent it to them, but have as yet had no reply."

Sir Arthur then showed a picture which, he said, had been taken by a Press photographer, of the funeral cortege of Lord Haig, and said that above the coffin there was plainly to be seen a face that was that of the Field-Marshal himself.

He also showed the audience a spirit photograph of Conrad. "After this had been taken," he said, "I was at a seance when I received a message from Conrad asking me to do something for him. It was as though Conrad's spirit had been uneasy, and was wanting to link up with life again."

Fairy Photographs

Sir Arthur afterwards showed what he claimed to be a unique collection of psychic pictures. "I am breaking new ground," he said, "and shall stray away a little from some of the ordinary psychical photography. Eight years have passed since the public were first shown fairy photographs, and nothing has occurred since to shake the evidence."

Proceeding to show some delightful pictures of fairies and gnomes, some of them taken, he said, by girls in their teens, he explained the method of investigating the authenticity of such photographs. Both the positive and the negative are carefully examined, and the negative, if passed, is then submitted to recognised experts. The people taking the photograph are also examined, and the circumstances in which they are taken are investigated. One picture showed elves dancing, while another was of a fairy having a bath in the sunshine in a sort of cocoon.

"The children who see these fairies," Sir Arthur said, "talk of their colour, and say they have a lovely iridescence. The fairies are separated only by a slight vibration from ourselves, and quite a number of people can see them, although many are ashamed to say so because of the incredulity their remarks may excite. As for myself, I believe they are objective, but, if anyone says they are thought-forms, I will not quarrel with them."

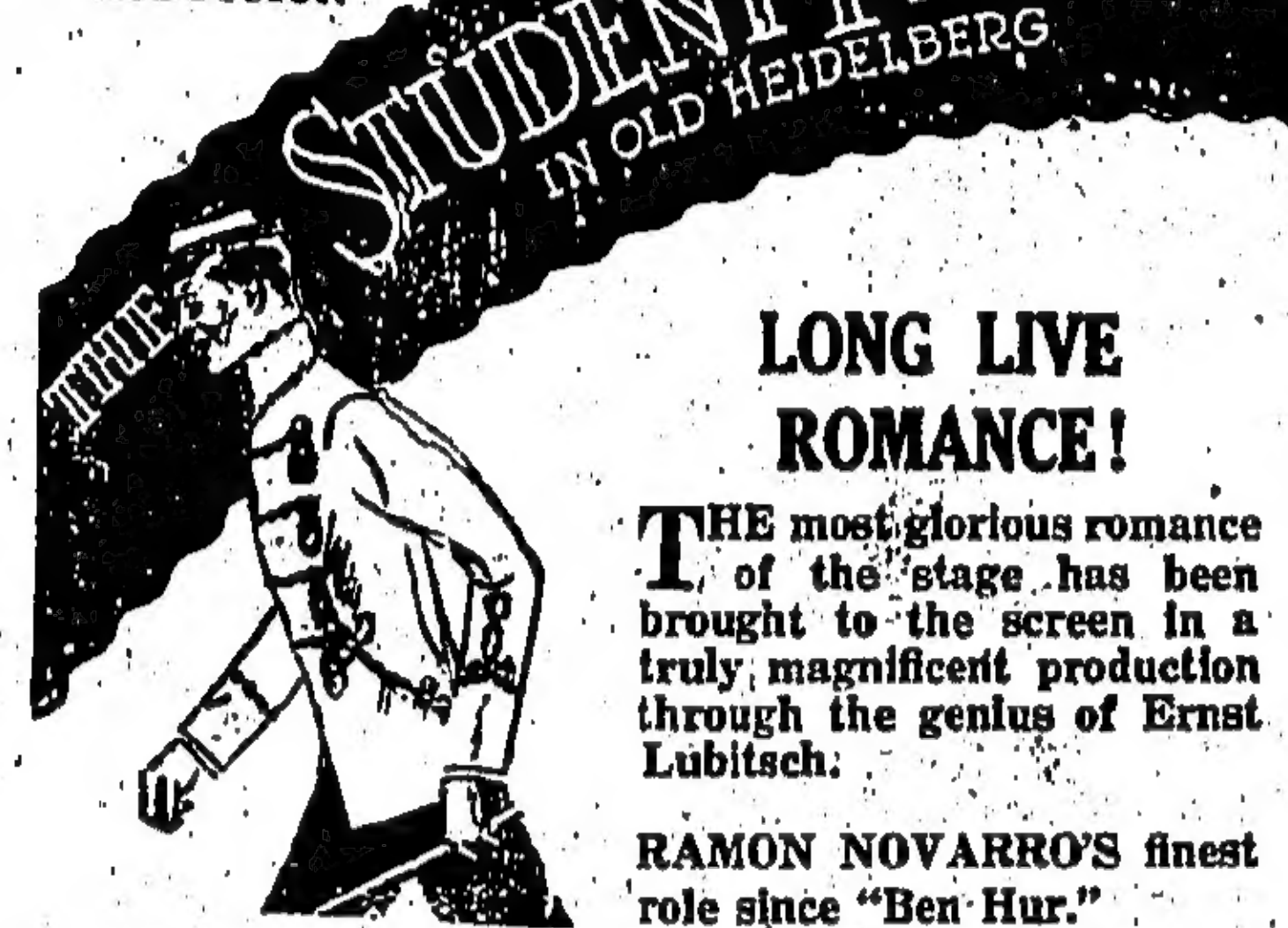
MANCHURIA'S STATUS

Shanghai, Yesterday. According to the "Kuo Min" news agency's Peking correspondent, Chiang Kai-shek's representative in Mukden, Fang Peng-jen, has telegraphed to the effect that subsequent to negotiations between Yeh Chih and General Chang Hsueh-liang of Manchuria all the Manchurian forces within the Great Wall will be withdrawn, while the National flag will be hoisted in Manchuria in November.—Reuter.

The North German Lloyd Line have decided that, with the commissioning in April next of their new 48,000-ton Atlantic liners "Europa" and "Bremer", they will concentrate the whole of their English activities at Southampton.

RAMON NOVARRO NORMA SHEARER

and JEAN HERSHOLT
IN AN
ERNST LUBITSCH
PRODUCTION



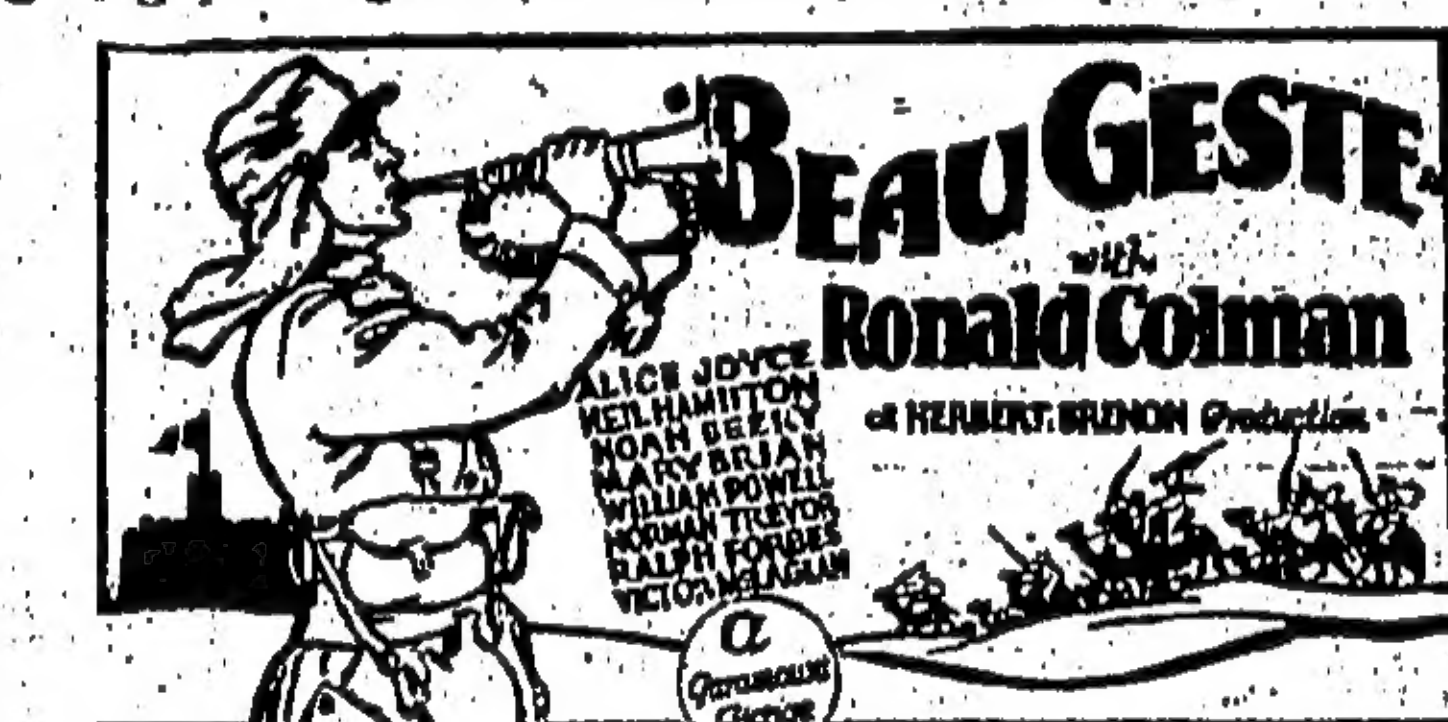
LONG LIVE ROMANCE!

THE most glorious romance of the stage has been brought to the screen in a truly magnificent production through the genius of Ernst Lubitsch.

RAMON NOVARRO'S finest role since "Ben Hur."

AT THE **QUEEN'S** TO-DAY TO SATURDAY
AT 2.30, 5.10, 7.15 & 9.20.

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